

M'LAUGHLIN'S
NEW YORK GUIDE

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(NEW YORK), 1651.

*When you leave, please leave this book
Because it has been said
"Ever'thing comes t' him who waits
Except a loaned book."*

To
Mrs. Jane Hoffman
with compliments of
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Baltimore Apr 22nd 1837

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McLAUGHLIN'S

New York Guide

AND

METROPOLITAN MANUAL;

WITH NEW MAP OF THE CITY AND ILLUSTRATIONS OF
PUBLIC BUILDINGS.

NEW YORK:

WM. McLAUGHLIN, PUBLISHER AND PROPRIETOR,

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NEW YORK—DESCRIPTIVE AND HISTORICAL

DESCRIPTION OF THE CITY AND HARBOR.

New York City, the commercial metropolis of the New World, is situated on Manhattan Island, at the confluence of the Hudson and East Rivers, in Lat. 42° , $42'$, $42''$ west from Greenwich. This city enjoys by Nature, almost every advantage that could be desired to build up a great emporium. Its chartered limits embrace the entire island, and are of the same extent as those of the county, running from the Battery at the south point of the Island, north to Kingsbridge, a distance of thirteen and a half miles—with an average breadth of something less than two miles. Its greatest width is about 88th st., where it is two and a half miles wide. It is bounded on the north by the Harlem River, or Strait, which in its western portion was called by the Dutch, Spuyten Duyvil Creek, on the east by the East River, or Strait, which separates it from Long Island, on the south by the harbor, and on the north by the Hudson or North River, which separates it from New Jersey. The width of the Hudson River is here quite uniform, being something more than a mile; while that of the East River varies, in some places being not more than two-fifths of a mile.

The city is connected with the main land on the north by several bridges; and with Long Island, New Jersey, and Staten Island by numerous ferries. The harbor is spacious and commodious, and has a circuit of not less than twenty-five miles. Its shores are covered with variegated scenery and numerous villages, and it embraces several beautiful islands. It is of easy entrance, and has sufficient capacity to accommodate the entire navies of the whole world. Dense forests of masts, bearing the flags of all nations, are crowded around the wharves of the city and its suburbs. The currents of the rivers are, at all times, very strong; keeping the harbor open in the winter sometimes when other harbors farther south are frozen. In very severe winters, the East River is occasionally obstructed for a short time at high tide by the ice, sufficiently to suspend navigation.

There is, besides, an outer harbor extending from the Narrows to Sandy Hook, on which point is a lighthouse eighteen miles from the city. At the bar, here, there are twenty-seven feet of water at high tide, and twenty-one feet at low tide. At the wharves of the city the tide rises and falls between four and five feet.

The inner harbor may also be entered by the way of Long Island Sound, and, it is almost certain that, when the obstructions, now being removed at Hell Gate, shall be entirely swept away, which is promised for the summer of 1876, some of the European lines of steamers will come to the city by the way of the Sound, and have their landing at or above 86th st.—and it is quite possible that, whoever lives to see the new century come in, will see the commercial centre of the city on the upper end of the Island.

The islands within the harbor are Governor's, Bedloe's, and Ellis's Islands, which are all fortified—in a very antique manner however—and Blackwaf's, Ward's, and Randall's Islands in the East River. At the Narrows (a Strait which separates Long Island from St. Jen Island), is Fort Lafayette, and, opposite to this, on the Long Island shore, is Fort Hamilton—a modern-built fortress. The width of the Narrows is less than a mile. On the Staten Island shore are Forts Tompkins and Richmond, modern-built fortresses of considerable strength. The entrance to the harbor by the way of Long Island Sound is defended by Fort Schuyler at Throgg's Point, and Fort Wadsworth at Willett's Point.

The city is accessible also from the sea, by the way of the Kills; a strait which separates Staten Island from the New Jersey shore, and connects the waters of the Raritan Bay with those of New York Harbor.

The Island was, originally, very rocky and uneven—a ledge of rocks running from the south point to the north and branching off in various directions culminated, finally, at Washington Heights. These ridges are composed of primitive gneiss mixed with grauite, horn-blenda, slate, and mica—all bearing evidence of violent upheaval. The dip of strata varies from 10° to 60° ; the ranges being frequently broken laterally. The southern part of the Island and the shores in some places are alluvial sand-beds.

Owing to the natural shape of the Island, to the fact that it was first settled at its southern extremity, and to the eligibility of that section for the purposes of trade and commerce, it has resulted that the growth of the city has, with successive years, been manifested by a large increase of houses and

stores in a northerly direction. In the business portion of the city, the number of dwelling houses has decreased yearly; the old houses suffering demolition, and their places being occupied by new and elegant warehouses. Therefore, in the lower section of the city, the number of inhabitants instead of increasing, or even remaining stationary, has decreased—while the northern section is rapidly increasing in numbers. The projected Viaduct Railroad will afford facilities for a rapid transit from the upper end of the Island to the City Hall Park, and then this change will become still more noticeable.

The general plan of the city is regular. In the old or southern part, now almost wholly devoted to business, the principal streets were generally laid out to conform to the shape of the Island, and hence its plan is not continuously uniform; although each of its large divisions is comparatively regular. The uniform plan of avenues and streets begins at Houston street, one mile above the City Hall. Above this point, the Island is divided longitudinally by parallel avenues 100 feet wide, which are crossed by streets numerically designated, and generally 80 feet wide—in most cases, running from river to river. A few of these streets are 100 feet wide.

The following graphic picture of some of the striking features of the city we cull from Ex-Mayor Hall's annual message to the Common Council, of four years ago.

“New York Island has an area of twenty-two square miles and twenty-nine miles of water front, about three-fourths of which stretches along the Hudson and East Rivers, and the remaining one-fourth upon the Harlem River and Spuyten Duyvil Creek. The streets, roads, and avenues measure 460 miles. 291 miles of these are paved; 169 miles are unpaved. 19,000 gas-lights are burned every night at the public expense to light this area, water front, and extent of streets. Beneath the surface of the city, there are 340 miles of Croton water pipes and 275 miles of sewers. If we accept the last Federal census, the number of our constituents is 942,252. 1,000 horse railway cars, 267 omnibuses, about 1,200 licensed vehicles, and quite as many more private vehicles continually traverse the thoroughfares, and subject them to increasing wear. It is claimed that 40,000 horses are constantly stabled or used within the city limits. On the 26th day of May last, relieving officers of the ordinance squad, stationed on Broadway, opposite the City Hall, were instructed to report the number of vehicles that, from 7 o'clock A. M. until 7 o'clock

P. M., passed and repassed, and they reported 16,246, exclusive of omnibuses. These specimen statistics imply how great a city we have to care for, keep in repair, sustain by taxation, protect by policemen, firemen, or sanitary regulations, and make provision for, in respect to its more important future. During the ten months preceding May 1st, 1871, \$384,000,000 worth of foreign merchandise, exclusive of specie, was imported into this city. During the same period, New York City paid the Government \$120,000,000 for duties on imports, and the value of exports, exclusive of specie, was \$251,000,000. [Please bear in mind the above were the figures four years ago—Ed.]

“Certain peculiarities of the city and its people may be serviceably recalled. New York is the cosmopolitan city of the globe. People of all nationalities, many jealousies, and diverse creeds inhabit it. Every good and bad habit of human nature is illustrated within its limits. Every development of misfortune, poverty, vice, and crime is here to be found. To the evil manifestations, as well as the excellent ones of our city life, every clime contributes. It is a misfortune to New York population that, contributed to as it is by all parts of the world, local pride develops within our city under increasing difficulty. Every other city seems to have its pulpit and its citizens more prone from motives of local loyalty, if not to apologize for, or screen, at least to act kindly toward the defects and faults of fellow-citizens and rulers. Topographically, our city is peculiar; because it is long and narrow, and lacks circumference of immediate rural suburbs. The suburbs are really tributary cities divided from New York by wide rivers. Nearly sixty per cent. of the daily business inhabitants of New York own or rent their residences in the adjoining country; and, while their wives and children are practically under the government of other cities and counties, and even States, the business interests and security of person and property of the family men are practically under the government of New York City—and they are more impressed to blame where they have no domestic interests. Thus, while the city possesses, as will be inferred from many of the foregoing references, great advantages for development of commerce and wealth, other references imply how difficult it is to frame, and how vexatious it is for rulers to try and develop, a perfect or universally acceptable municipal Government.”

HISTORICAL SKETCH OF THE CITY.

The following succinct historical sketch of the city we have gleaned from reliable historical authority. We have also endeavored to embody all essential items in the fewest words possible for comprehension and interest.

Henry Hudson discovered Manhattan Island, Sept. 12, 1609. A temporary settlement was made by the Dutch in 1612, and a permanent one in 1623, when a small fort was built. The same year the first white child was born in the colony, Sarah Rapalje. Peter Minuits, the first Dutch Governor, arrived in 1626, and purchased Manhattan Island of the Indians for \$24.

Wouter van Twiller became Governor in 1633, and William Kieft in 1638. Tobacco was cultivated and slavery introduced before 1638. Gov. Stuyvesant, the last of the Dutch governors, arrived in 1647, and ruled for seventeen years. In 1656 the city had 120 houses and 1,000 inhabitants. Charles I., assuming the Dutch occupancy in North America to be a usurpation, granted the entire territory to his brother the Duke of York, on March 12, 1664. An English fleet arrived in August, and the city surrendered without resistance, Col. Richard Nicolls being appointed to the office of Governor. The name (New Amsterdam) was changed to New York. In 1673 the Dutch recaptured the city, and named it New Orange. Four months afterwards the city was restored to the British crown, and once more called New York. In 1711 a regular slave-market was established. The 'New York Gazette,' the fifth newspaper in the colonies, was begun in 1725. In 1750 a theatre was established. In 1755 began the stamp act excitement, and a colonial congress assembled in New York. In 1770 a meeting of 3,000 citizens was held who resolved not to submit to oppression; the statue of George III. in Bowling Green was destroyed, and a marble statue erected to Pitt, for his exertions in the repeal of the stamp act. In 1772, Pitt having changed his course, this statue was mutilated; it was removed in 1788, and the torso is now at a hotel in West Broadway. On Aug. 26, 1776, by the result of the battle of Long Island, the city fell into the hands of the British, and so remained until the close of the Revolutionary War. On Nov. 25, 1783, the British finally evacuated the city, and Gen. Washington marched in; the day is still annually celebrated under the name of Evacuation Day. In 1785 the first federal congress organized at the City Hall on the corner of Wall and Nassau Streets. The

inauguration of President Washington took place at the City Hall, April 30, 1789. In this year 2,086 persons died in 3 months from yellow fever. Population, in 1790, was 29,906. On Sept. 20, 1803, the corner-stone of the present City Hall was laid by Mayer Livingston; the hall was finished in 1812, and the old one in Wall street was sold. In 1807 Robert Fulton navigated the first steamboat from near New York to Albany. In 1812 Fulton leased the Brooklyn ferries, to run by steam, for \$4,000 a year. In August of the same year, experiments with gas lights were made in the City Hall Park. In 1821 the survey and laying out of the Island north of Houston street was completed after 10 years' labor. The Erie canal was completed in 1825, the first boat arriving Nov. 4. The cholera appeared in 1832, carrying off 3,513 persons, and again in 1834, taking 971. On Dec. 16, 1835, the great fire occurred, sweeping the 1st Ward east of Broadway and below Wall street, destroying 648 of the most valuable stores, and property valued at more than \$18,000,000. Croton water was introduced in 1842. In 1849, by legislative act and vote of the people, the selection of leading officers was opened to popular suffrage, and the police partially (since wholly) taken from the control of the Mayor. The first city railroad was built in 1852. In 1857, in consequence of the resistance of Mayor Wood to the act of legislature changing the control of the police, a savage fight ensued between the old police, who adhered to the Mayor, and the new or metropolitan police. Many were hurt, but none were killed. The original charter of New York City was granted by James L. in 1686, amended by Queen Anne in 1708, further enlarged by George L. in 1730, confirmed by the general assembly of the province in 1732, and specially affirmed after the revolution by the State Legislature.

In 1870, a new charter for the city was passed by the Legislature. By it, the Mayor and Common Council, (consisting of the Board of Aldermen,) are elected by the people at large, the Aldermen being chosen on a general ticket. The Street and Aqueduct Departments are consolidated in one, called the Department of Public Works, and a Department of Docks, Department of Public Parks, a Fire Department, a Health Department, and a Police Board are created, the heads of which are all appointed by the Mayor. In 1871 occurred the great riot occasioned by the parade of the Orangemen, on July 12, which was only suppressed after much loss of lives. Sickening as this alien outrage was of flaunting monarchial defiance in the face of Republican

liberty, and the equal disregard of propriety and the laws of our country in the attack made upon this procession, they have had the effect of producing the necessary legislation to prevent the recurrence of similar scenes in the future, and also the prevention of obstruction of our public thoroughfares by processions other than those to celebrate National and State anniversaries, or funerals of distinguished public men.

SANITARY PROVISIONS.

Strangers will be interested in knowing what public provisions are made here for the safety and comfort, not only of the inhabitants of the city, but also, what security against accident there may be, and what treatment they are likely to receive themselves in case of any accident or of sudden illness.

All known means are provided; such as security against unsafe buildings; fire-escapes; the ambulance system, for saving life and lessening suffering; and public urinals and drinking hydrants:

UNSAFE BUILDINGS.—A corps of efficient officers are constantly on the alert to check the progress of any new building, the plan or material of which may be considered perfectly safe, and such old structures as may be reported as having out-lived their usefulness in safety, are either torn down immediately, or made secure.

FIRE-ESCAPES.—“Thousands of fire-escapes such as prescribed by law, have been provided for buildings reported as requiring means of escape in case of fire.”

In regard to hotels, proceedings have been instituted to render them more secure in this respect, the owners and proprietors of these buildings have expressed their willingness to co-operate with the Department as soon as proper plans can be adopted which will insure safety.

THE AMBULANCE SYSTEM.—The ambulance system, established in 1869, has been found of inestimable value as a means of saving life and reducing suffering. Ambulances have been provided, and, under the rules established, horses stand harnessed day and night, ready to be attached for the conveyance of persons wounded or taken ill in the public streets. The ambulances are equipped with surgical instruments, bandages restoratives, etc.; and, on notice by telegraph from a police station of the occurrence of a casualty, an ambulance is dispatched in charge of a surgeon, who applies such remedies as may be required, and determines, from the condition of the patient whether he may be safely removed to his house, or to Bellevue, or the Reception Hospital,

PREFACE.

In the present volume it has been the aim of the author to supply a want long felt by strangers visiting New York. A traveler himself, he has frequently experienced the embarrassment arising from ignorance of localities and objects of interest in large cities; and in order to obviate this trouble and annoyance, and assist those who visit the Commercial Metropolis of the New World, whether for business, pleasure or curiosity, he has published this work as a thoroughly exact and comprehensive Guide and Manual.

The utmost care has been exercised in avoiding the errors of preceding works of similar nature, and in supplying their many omissions. Moreover, it has been brought down to the present date—a merit which at once will be readily appreciated.

The author having no interest to serve other than that of the general public and of himself, has scrupulously avoided the system of "puffing," to which other guide books devote so much space. All information essential to the stranger is arranged in an intelligible manner, and is made exhaustive and reliable in every detail without being burdened with superfluous matter. The Guide gives the location of every church, hotel, bank, safe deposit and trust companies, and every place of amusement, their character, style of entertainment, price of admission, and how to reach them. It will give the reader a comprehensive knowledge of all objects of interest in and around New York, where, when, and how to reach them; railroads, steamships and steamboats to all points; names and addresses of all the foreign consuls; where and how to obtain letters of credit and passports; location of public buildings, charities, parks, drives and promenades, all of which are profusely illustrated by fine engravings.

A convenient street and avenue directory has been added, together with a map which will enable a stranger to find any objective point of business or pleasure.



The Stranger's Guide.



In the advantage of a natural situation for the location of a great city, New York cannot be surpassed in the world, and has never, indeed, been equalled. London is inland, and, as well as Paris, the creature of chance—flat, with no special reason for its existence as a human hive. St. Petersburg is the whim of an absolute monarch. Philadelphia was chosen because level and easily planned. Modern cities of lesser magnitude have been generally the growth around the first settler's cabin ; but in New York the hygienist looks less superficially, and he notes a dry sandy soil, sloping with gentle declivities to each of the estuaries, with a natural drainaga in both directions. He observes that these two rivers surrounding the city act as immense reservoirs of oxygen, aerating most thoroughly the city ; that sea breezes temper the heats of summer and the frigid blasts of winter, and preserve a marked atmospheric equilibrium.

SUGGESTIONS.

Probably there is no portion of the local news collected by the conductors of a metropolitan journal which more astonishes its readers than that of the daily plundering of strangers, and we would naturally suppose that from the wide publicity given to the various schemes of the dishonest, that the perpetrators would find their mode of life pecuniarily unsuccessful ; but it is a lamentable fact attested by the police records that such crime is as prevalent and the unwary are robbed and duped with comparative impunity, and as though such a thing as a newspaper was unknown, or at least not read by the traveling community. For the benefit, therefore, of those who do not read the papers, as well as of those who think themselves too "smart" to be caught by sharpers, we hereby inform them that on all the great lines of travel, either by rail or steamer, there are parties constantly traveling, educated to their profession, whose sole business it is to "desce" the stranger in some way. They generally travel in companies of two or three, and when they club together to "do" a man, he will be smart indeed if they don't accomplish their purpose. We deem it the first duty of a guide-book to warn the traveler to be at all times on his guard, and to help him we recommend that the following rules be strictly observed.

1. Never play any game of cards or chance with a stranger either on the boat, cars, or at your hotel.

2. Never make any exhibition of your money, nor let any one know you have any upon your person. While in the city, if you can avoid, do not carry more money with you than sufficient to defray current expenses.

3. Remember, you are ALWAYS in danger from pickpockets. Think of it before starting out, and seek to protect yourself as far as possible.

4. Never cash a stranger's check or lend him money upon what SEEMS TO BE GOLD, no matter how much distress the party may appear to suffer who may want it, or how good the security may appear to be.

5. If you have any money or valuables on your person while in a steamer or car, always secure a state room or section in the car, and securely fasten the same when you retire. While absent keep it LOCKED, and if possible keep the key in your own possession.

6. Never buy a railroad or steambout ticket except at the regular, or at least some responsible ticket office.

7. Never employ a hackman until you have seen his license number, and make a memoranda of it. Always see that the rates of fare are conspicuously posted in the vehicle, and do not permit him to overcharge you. If he attempts to swindle you, insist on his driving to the Mayor's office or the nearest Police Station before paying him.

8. If you have money or valuables about you when you arrive at your hotel leave them with the proprietor or clerk for safe keeping.

9. If going abroad procure drafts from some well known and responsible banker. Take no more gold and silver with you than necessary for pocket expenses.

10. If you require any information seek it from a policeman or of some respectable looking storekeeper. *Never seek information at a liquor store or drinking place, no matter how respectable it may look.*

11. Never accept any information that is volunteered by sharpers and confidence operators. These hotel highwaymen infest the railroad depots and the various ferry houses where they spot their victim and dog him to his hotel. These unscrupulous human vultures easily ascertain the name and destination of their proposed victim and display wonderful ingenuity in the pursuit of their nefarious practices. They are adepts at reading character at a glance. Their haunts and rendezvous are chiefly in the 8th ward. Some of them can

always be seen airing themselves on a pleasant day at Murderer's Row, Houston street, from Broadway to Crosby street.

12. Never under any circumstances be persuaded by any person to enter a gambling den, no matter what representations such person may make.

BAGGAGE EXPRESSES.

The baggage expressman is a comparatively modern institution. He is a sort of anxiety-saving machine; one which, for a small consideration, relieves the traveler from all care and thought about his baggage on his arrival. He travels on all the principal railroads and steamers (except foreign) bringing passengers to the city, and it is his business to solicit your baggage checks, for which he will give you a receipt or check, which binds his employers, who are regarded as perfectly responsible, and he will get your baggage for you and deliver it at your residence or hotel, either in the city or any of its suburbs, or at any other depot or steamer to which you may be going, at a stipulated time.

Relieved from the care of his baggage, and not inclined to walk, the traveler may step into an omnibus or horse car—some one of which he will always find in the vicinity of the depot or landing—and proceed at once to his hotel or lodgings; he may have to ride on more than one route to reach his destination, but on inquiry the conductor will inform him whether he must change cars or route, and where.

The baggage express business is mainly done by two companies—Dodd's and Westcott's—who have offices in New York and Brooklyn.

Dodd's Express takes the baggage of the N. J. Central, the Pennsylvania Central, N. Y., O. and Midland, and the Camden and Amboy Boat, and the New Haven Railroads; and of the following steamers: the Mary Powell, the People's Line, and the Fall River Line to Boston, and the Albany day boats.

DODD'S PRICES.

For delivering a piece of baggage anywhere in the city below 50th Street.....	40
In Yorkville and Harlem	1 00
Brooklyn.....	50
Brooklyn from New Haven R. R.....	60
Williamsburg.....	75
Jersey City and Hoboken.....	75

WESTCOTT'S EXPRESS takes the baggage of the Hudson River, the Harlem, the Delaware and Lackawanna, and the Morris and Essex Railroads.

WESTCOTT'S PRICES.

Anywhere in the city below 40th street.....	40
Above 40th and not above 60th street.....	50
Yorkville and Harlem.....	75
Brooklyn or Williamsburg.....	50
Jersey City or Hoboken.....	75

The price is the same for taking a piece of baggage to the station or steamer as for delivering it.

On leaving the city or Brooklyn, the traveler can go to either of these baggage express offices and procure his railroad or steamer tickets, and have his baggage checked at his house or hotel to his destination, which will save him a vast deal of trouble. He of course pays the same for his ticket that he would pay at the steamer or depot, and the usual charge of the baggage expressman who calls at the house or hotel and takes his baggage.

* * The Erie Railroad Company have a baggage express of their own. Travelers by that road may leave their checks at the office at the depot, and their baggage will be duly forwarded to them, at the foregoing rates.

CARRIAGES.

If the traveler has ladies with him and requires a carriage, he will always find one at the depot or landing without the trouble of hunting for it, and he will be subject to running a gauntlet through a bedlam which he will remember as long as he lives. To many travelers carriages are an indispensable convenience, and for the benefit of those who are obliged to employ them, we subjoin the legal rates of fare which licensed hackmen are allowed to charge. Each carriage is required to have its license number conspicuously painted on its lamps, and the legal rates of fare printed and posted up within it in plain sight; and no hackman whose carriage is not so furnished, can collect any fare from his customer. Any stranger who may be overcharged or otherwise outraged by a licensed hackman, can have his grievance promptly redressed by making his complaint at the office of the Mayor of the City at the City Hall. But particular care must be taken to report the correct number painted on the coach. But try to bear in mind, for it is an important fact, that every regulation or ordinance, intended to be enforced

by law, for the protection of the public, is as a rule either openly violated or industriously evaded, dealing as these sharpers do so much with strangers who will not take the trouble to prosecute, that they usually take the risks for the chances. If you are going to a Hotel have the landlord settle your carriage bill, otherwise make your agreement in advance.

FARE FOR HACKMEN, COACHES AND CARRIAGES.

The prices or rates of fares to be taken by, or paid to, the owners or drivers of cabs, hackney coaches or carriages, shall be as follows :

For conveying a passenger any distance not exceeding one MILE, fifty cents ; for conveying two passengers the same distance, seventy-five cents, or thirty-seven and a half cents each ; and for every additional passenger, thirty-seven and a half cents.

For conveying a passenger any distance exceeding a mile, and within two MILES, seventy-five cents ; and for every additional passenger, thirty-seven and a half cents.

For conveying one passenger to FORTIETH STREET, and remaining half an hour, and returning, one dollar and a half ; and for every additional passenger, fifty cents.

For conveying one passenger to SIXTY-FIRST STREET, and remaining three-quarters of an hour, and returning, two dollars ; and for every additional passenger, fifty cents.

For conveying one passenger to EIGHTY-SIXTH STREET, and remaining one hour, and returning, two dollars and a half, and for every additional passenger, seventy-five cents.

For conveying one or more passengers to HANLEK, and returning, with the privilege of remaining three hours, five dollars ; or to the HIGH BRIDGE, five dollars, with the same privilege.

For conveying one or more passengers to KINGS BRIDGE, and returning, with the privilege of keeping the carriage all day, five dollars.

For the use of a hackney coach or carriage, BY THE DAY, with one or more passengers, five dollars.

For the use of a hackney coach or carriage, BY THE HOUR, with one or more passengers, with the privilege of going from place to place and stopping as often as may be required, one dollar an hour.

In all cases, where the hiring of a hackney coach or carriage is not, at the time thereof, specified to be by the day or hour, it shall be deemed to be by the mile.

For children between two and fourteen years of age, half price is only to be charged; and for children under two years of age, no charge is to be made.

Whenever a hackney coach or carriage shall be detained, excepting as aforesaid, the owner or driver shall be allowed at the rate of seventy-five cents an hour.

For attending a funeral within the lamp and watch district, two dollars, and to the Pottersfield, three dollars; which charges shall include for the necessary detention and returning with passengers.

Every driver or owner of a hackney coach, carriage or cab, shall carry, transport, and convey in and upon his coach, carriage or cab, in addition to the person or persons therein, one trunk, valise, saddle-bag, carpet-bag, portmanteau, or box, if he be requested so to do, for each passenger, without charge or compensation therefor; but for every trunk or such other articles above-named, more than one for each passenger, he shall be entitled to demand and receive the sum of six cents.

Central Park.

The rates of fare to be charged for the use of coaches shall be as follows:—All around the Park, with the privilege of keeping the coach two hours, four dollars; principal parts of the Park, three dollars; to casino and lake, and return, two dollars; when engaged by the hour, two dollars per hour; when for three or more hours, each one dollar and fifty cents per hour.

Drivers of coaches hired to drive in the Park, are required to wear a badge displayed on the left breast, in the shape of a shield, not to exceed two inches in diameter, and to have the number of his coach thereon, and to be worn continually when such coaches are waiting for hire.



In case of disagreement as to distance or price, the same shall be determined by the Mayor.

The owner or driver of any hackney coach or carriage, shall not be entitled to receive any pay from any person from whom he shall have demanded any greater price or rates, than he may be authorized to receive, as aforesaid.

Upon the trial of any cause commenced for the recovery of any of the aforesaid prices or rates, it shall be incumbent upon the plaintiff or plaintiffs in such action, to prove that the number and prices, or rates, were placed and fixed in the

coach as above provided, at the time the services were rendered, for which the suit may be brought.

No owner or driver of any hackney coach or carriage in the city of New York shall ask, demand, or receive any larger sum than he or they may be entitled to receive, as aforesaid, under the penalty of ten dollars for every such offence, to be sued for and recovered from the owner or owners, or driver of any such hackney coach or carriage, severally and respectively.

PUBLIC PORTERS.

Sometimes a traveler has occasion for the services of a porter, either on his arrival, or during his stay in the city. We herewith give the legal rates he is entitled to charge.

1. For the carrying or conveyance of any article any distance within half a mile, twenty-five cents, if carried by hand; fifty cents if carried on a wheelbarrow or hand-cart; if the distance exceed half a mile, one-half the above rates in addition thereto, and in the same proportion for any greater distance.

2. No public porter or hand-cartman shall be entitled to recover or receive any fare, from any person, for the transportation of any article or articles, unless he wears a badge with his name and the number of his license engraved thereon.

HORSE CAR ROUTES.

The fare on all the horse-car routes, with the following exceptions, is five cents. The Fourth Avenue road is six cents for any distance, and if you go above 34th street, it is eight cents. On the Third Avenue, the fare is six cents if you go above 65th street. On the Eighth Avenue, it is eight cents above 59th street, and ten cents above 72d street. On the Second Avenue, if one goes above 63d street, the fare is six cents.

SECOND AVENUE.—Peck Slip to Harlem.—From Peck Slip to Bowery, via South, Oliver and Chatham streets, thence to Harlem, via Grand, Chrystie and Second Avenue. RETURNS, via Second Avenue to East 23d street, thence to Peck Slip, via East 23d street, First Avenue, Allen and Grand streets, Bowery, Chatham and Pearl streets.

Cars run from 63d street to Peck Slip and return all night.

Last car leaves 63d street for Harlem at 12.30 A. M.

“ “ Harlem for 63d street at 1 A. M.

This line touches Broadway by two branches, one at Worth St., the other at Seventh street.

THIRD AVENUE.—*Park Row to Harlem.*—Via Park Row to Chatham street, to Bowery, to Third avenue, to Harlem Bridge. **RETURNS**, via same route. Cars run all night.

GRAND CENTRAL BRANCH OF THIRD AVENUE.—Via Park Row, to Chatham street, to Bowery, to Third avenue, to 35th street, to Lexington avenue, to Grand Central Depot. **RETURNS**, via same route.

Last car leaves depot about 11.30 P. M.

FOURTH AVENUE AND HARLEM.—From Park Row to Centre, Grand, Bowery, Fourth Avenue to 42d street, Madison Avenue to East 86th street; and so from East 32d street to Lexington Avenue, East 34th street, and Hunter's Point Ferry. **RETURNING**, same route to Park Row.

Last car leaves 34th street Ferry at 10.50 P. M.

" " Astor House at 11.30 P. M.

Madison Avenue Branch.—Last car leaves Astor House at 7.30 P. M.

" " East 86th street at 9 "

SIXTH AVENUE.—*From Astor House to Central Park.*—Via Vesey, Church and Chambers streets, West Broadway, Canal, Varick and Carmine streets and Sixth Avenue. **RETURNS**, by same route, to Chambers street, thence via College Place and Vesey street, to corner Broadway. **BRANCH** diverges via Canal street to Broadway.

Cars run all night on Astor House route.

Canal St. Branch.—Last car leaves 43d street at 10.15 P. M.

" " Canal and B'dway 10.50 P. M.

SEVENTH AVENUE.—*From Astor House to Central Park.*—Via Park Place, Church and Canal Streets, Thompson, West 4th, Macdougall and 8th streets, Greenwich Avenue and Seventh Avenue to West 59th street. **RETURNS**, by same route, to Chambers street, thence via College Place and Park Place, to corner of Broadway.

Last car leaves Central Park at 11 P. M.

" " Broadway and Park Place at 11.45 P. M.

BROADWAY AND UNIVERSITY PLACE LINE.—*From Astor House to Central Park.*—Via Barclay, Church and Canal streets, Greene street, Clinton Place, University place, Broadway and Seventh Avenue to West 59th street. **RETURNS**, via same route, to University Place, thence via Wooster, Canal, West Broadway and Barclay streets, to corner Broadway. **BRANCH** diverges via Broome street to Broadway.

Last car leaves Central Park at 11 P. M.

" " Broadway and Barclay at 11.45 P. M.

Broome St. Branch.—Last car leaves Central Park at 11 P. M.

" " Broome and B'way at 11.30 P. M.

EIGHTH AVENUE.—*From Astor House to Manhattanville.*—Via Vesey, Church and Chambers streets, West Broadway, Canal and Hudson streets, and Eighth Avenue to West 125th street. **RETURNS**, via same route, to West Broadway, thence via College Place and Vesey street, to corner Broadway. **BRANCH** diverges via Canal street to Broadway.

Cars run every 15 minutes all night on Astor House route.

Canal St. Branch.—Last car leaves 40th street Depot at 10.30 P. M.

" " Canal and B'way at 11 "

NINTH AVENUE.—*From Broadway and Fulton and up Ninth Avenue.*—Via Fulton and Greenwich streets and Ninth Ave-

due to West 54th street. RETURN, via Ninth Avenue, Greenwich, Ganzevoort, Washington and Fulton streets, to Broadway.

Last car leaves 54th street Depot at 9 P. M.

" " Fulton and Broadway at 10 P. M.

TENTH AVENUE ON WEST SIDE.—From South Ferry to Central Park.—Via Whitehall street, Battery Place, West street, Tenth Avenue, and West 59th street, to corner of Fifth Avenue. RETURN, by same route, to Battery Place, thence via State and Whitehall streets to South Ferry.

Last car leaves 59th street and Tenth Avenue at 10.30 P. M.

" " South Ferry 11.30 P. M.

EAST SIDE.—South Ferry to Grand street Ferry and to Central Park.—Via Whitehall and Water streets, Old Slip, South and Corlears streets, to Grand street, thence via Grand, Goerick and Houston streets, Avenue D, East 14th street, Avenue A, East 23d street, First Avenue and East 59th street, to corner Fifth Avenue. RETURN, via East 59th street, First Avenue, East 23d street, Avenue A, East 14th street, Avenue D, Houston and Mangin streets, to Grand street, thence via Monroe, Jackson, Front, South, Front and Whitehall streets, to South Ferry.

Last car leaves 59th street and Fifth Avenue at 10.15 P. M.

" " South Ferry at 11.15 P. M.

BLEECKER STREET AND FULTON FERRY.—From Fulton Ferry to West Fourteenth Street, near Tenth Avenue (GREEN LINE).—Via Fulton, William and Ann streets, Park Row, Chatham, Centre, Leonard, Elm, Howard, Crosby, Bleecker, Macdougall, West 4th, West 12th, Hudson, and West 14th streets. RETURN, via West 14th, Hudson, Bleecker, Crosby, Howard, Elm, Reade, Centre, Park Row, Beekman and South streets, to Fulton Ferry.

YELLOW LINE.—Between same points.—Via Fulton and Water streets, Peck Slip, and Pearl streets, New Bowery, Bowery, Canal, Elm, Howard, Crosby, Bleecker, Macdougall, West 4th, West 12th, Hudson and West 14th streets. RETURN, via West 14th, Hudson, Bleecker, Crosby, Howard, Elm and Canal streets, Bowery, New Bowery, Pearl and Ferry streets, Peck Slip, South and Fulton streets, to Ferry.

Last car leaves 14th street and Eleventh avenue at 12.30 P. M.

" " Fulton Ferry at 1 A. M.

Cross Town Routes.

DRY DOCK AND EAST BROADWAY LINE.—Via Chatham street, East Broadway, Grand and Columbia streets, Avenue D, East 14th street, Avenue A. RETURN, via same route, to Avenue D, thence via 8th, Lewis and Grand streets, East Broadway, Chatham street and Park Row, corner Ann street.

Last car leaves Avenue A and 14th street at 11.30 P. M.

" " corner Broadway and Ann street at 12 P. M.

PARK ROW TO HUNTER'S POINT FERRY (EAST THIRTY-FOURTH STREET).—Via Chatham street, East Broadway, Clinton street, Avenue B, East 14th street, Avenue A, East 23d street, First Avenue and East 34th street, to ferry. RETURN, via East 24th street, to depot, thence via Avenue B, Chatham street and Park Row, to corner Ann street.

Last car leaves ferry, 34th street and East River, at 11.15 P. M.

" " corner Broadway and Ann street at 12 P. M.

GRAND STREET FERRY TO CORTLANDT STREET FERRY.—Via Grand street, East Broadway, Canal, Walker, North Moore and Washington streets, to Cortlandt street. RETURN, via Cortlandt, Greenwich, Beach, Lispenard, Canal and Grand streets.

Last car leaves Grand street Ferry at 10 P. M.

“ “ Cortlandt street at 10.50 P. M.

TWENTY-THIRD ST. AND ERIC RAILWAY FERRY.—Leaves Eric R. R. Depot, foot of 23d street N. R. runs through 23d street to Greenpoint Ferry, crossing all city railroads.

First car from 23d street, N. R. at 6 A. M.

Last car from 23d street, N. R. at 11.30 P. M.

Returns by same route.

First car from 23d street, E. R. at 6.20 A. M.

Last car from 23d street, E. R. at 12 P. M.

THIRTY-FOURTH ST. BRANCH.—Via 23d street, to Second avenue, to 28th street, to First avenue, to 34th street ferry. RETURN, via First avenue to 29th street, to Second avenue, to 23d street, to Erie Ferry.

Last car leaves West 23d street ferry at 12 P. M.

Last car leaves 34th street ferry at 1.10 P. M.

THIRTY-FOURTH AND DESBROSSES STREETS LINE.—Via First Avenue, 23d street, Avenue A, 14th street, Avenue D, Columbus street, Grand street, Sullivan street, Vestry street, Washington street, to Desbrosses street and ferry. RETURN, by same route to Grand, Lewis, Eighth, Avenue D, to starting point over same route.

Last car leaves 34th street at 10.30 P. M.

“ “ Desbrosses street at 11.30 P. M.

GRAND STREET FERRY TO DESBROSSES STREET FERRY.—Via Grand, Sullivan, Vestry, Greenwich and Desbrosses streets to ferry. RETURN, via Desbrosses, Washington, Vestry, Sullivan and Grand streets, to Ferry.

Last car leaves Grand street Ferry, E. R. at 11.40 P. M.

“ “ Desbrosses street and N. R. at 12.10 P. M.

GRAND STREET FERRY AND WEBB AVEEN FERRY (FORTY-SECOND ST.)

Via Grand, Goerick, East Houston and 2d streets, Avenue A, East 14th street, Fourth Avenue, 23d street, Broadway, West 34th street, Tenth Avenue, and West 42d street, to ferry. RETURN, via West 42d street, Tenth Avenue, West 34th street, Broadway, 23d street, Fourth Avenue, East 14th street, Avenue A, Houston, Cannon and Grand streets, to ferry.

Last car leaves Ferry, foot of 42d street and N. R. at 11.30 P. M.

“ “ Grand street ferry, E. R. at 12.25 P. M.

AVENUE C.—From Fourth Avenue, cor. East 42d street to Lexington Avenue, 35th street, First Avenue, East 23d street, Avenue A, East 17th street, Avenue C, Third street, First Avenue, East and West Houston to West and Chambers street ferries. RETURN, via West, Charlton, Prince, Stanton, Pitt, Avenue C, East 18th, Avenue A, East 23d, First Avenue, East 36th, Lexington Avenue, to corner East 42d and Fourth Avenue.

Cars run from 5.30 A. M. to 12 P. M.

WEST SIDE ELEVATED RAILWAY.—Via Greenwich street, to Ninth avenue, to 29th street and Hudson River Railroad, stopping at Liberty street, Dey street, Franklin street, Canal street, West 15th street, West 21st street, and West 29th street. RETURN, via same route to 7 Broadway (the Battery).

CENTRAL CROSS TOWN LINE—Leaves Christopher street Ferry, runs through Christopher street to Greenwich, to 14th, W. 11th to 7th Ave., to Broadway, to 17th street, to Avenue A, to 23d street Ferry, to East River. RETURN, from 23d street Ferry, Avenue A to 18th street, to Broadway, 14th street to 7th av, to W. 11th street, to West street, to Christopher street Ferry.

Last Car leaves Christopher street Ferry at 12 P. M.

" " 23d street Ferry at 11.30 P. M.

SOUTH FERRY AND VESEY STREET LINE.—Runs from South Ferry to Vesey street.—Via Whitehall street Battery Place, and New Church street. RETURN, same route, except via State street to South Ferry.

MORRISANIA AND FORDHAM LINE.—Leave Harlem—upper side of the Bridge—Running to Fordham.

CHRISTOPHER AND TENTH STREET LINE.—Leaves Christopher street Ferry, runs through Christopher street to Greenwich avenue, to 8th street, to Avenue A., to E. 10th street, to ferry foot of E. 10th street. RETURN, by E. 10th street, to Avenue A. to E. 9th street, to Stuyvesant street, to 6th street, to 6th Avenue, to Greenwich Ave., to W. 10th street, to Christopher street Ferry.

Last car leaves Christopher street at 12 P. M.

" " E. 10th street at 11.30 P. M.

HOUSTON AND WEST STREET AND PAVONIA FERRY LINE.—Leaves Erie Depot, Chambers and West streets, runs through West street, to Charlton, to Prince, to Bowery, to Stanton, to Pitt, to Avenue C, to 1-st street, to Avenue A, to 23d street, to 1st Avenue, to 35th street, to Lexington Avenue, to 4 d street. RETURN, via 42d street, to Lexington Avenue, to 35th street, to 1st Avenue, to 23d street, to Avenue A. to 17th street, to Avenue C, to 3d street, to 1st Avenue, to Houston street, to West, to Chambers street.

Last car leaves Chambers street 12.35 A. M.

" " Grand Central Depot, 11.15 P. M.

OMNIBUSES OR STAGES.

From many portions of the city and, especially, from almost any part of Broadway, the omnibuses afford the readiest means of reaching the principal ferries to the suburbs of the city. The routes are always designated upon the outside of the coaches, and the stranger who takes the precaution to look before he leaps, never need make a mistake.

[The fare on all the omnibuses is 10 cents a ride—whatever the distance].

1. **FIFTH AVENUE AND FULTON FERRY LINE (BLUE STAGES).** Route, from cor. 47th Street and 5th Avenue, down the Avenue to 14th Street, to University pl., to 11th St., to Broadway, to Fulton St., and to the Ferry.

Last stage leaves 47th Street and Fifth Avenue, at 11 P. M.

" " Fulton Ferry at 12 P. M.

2. **MADISON AVENUE AND WALL ST. FERRY LINE.** Route, from 40th St. and Madison Av. to Broadway, to Wall St. and to the Ferry.

Last stage leaves 40th Street and Madison Avenue, at 10.15 P. M.

" " Wall Street Ferry, at 11.30 P. M.

3. **FOURTH AVENUE AND BROADWAY LINE.** Route, from 42d St. and 4th Av., (New Union Depot,) down the Avenue to Broadway, to South Ferry.

Last stage leaves Union Depot 42d St. and 4th Av., at 10.30 P. M.

" " South Ferry, at 11.30 P. M.

Portions of this line run to the Grand Central Depot.

4. **BROADWAY, TWENTY-THIRD ST. AND NINTH AVENUE LINE.** Route, from 30th St. (Hudson R. R. Depot) and 9th Av. to 23d Street, to Broadway, and to South Ferry.

Every two minutes a stage leaves South Ferry for 30th St. Every eight minutes one leaves for Ferry foot of 23d Street.

Last stage leaves 29th Street and 9th Av., at 10.20 P. M.

" " South Ferry, at 11.30 P. M.

MANHATTANVILLE AND BOULEVARD LINE. Leaves 32d Street and 6th Av. every 20 minutes from 7.30 to 10.15 P. M.

Runs up Broadway to the Boulevard to 129th Street, then transfer to stages running to 167th Street.

Fare to 129th Street, 10 cents; to 167th Street, 15 cents.

FERRIES.

Connecting the city with its suburbs:—

East River Side.

ASTORIA. From 92d Street, E. R., to Astoria, boats run every 20 minutes from 8 A. M. to 10.30 P. M. Fare 4 cents. Also by "Harlem" and "Old School" boats. See Steamboat Table.

BLACKWELL'S ISLAND. From 29th Street, E. R., Blackwell's Island. Fare 20 cents. See Steamboat Table.

HART'S ISLAND. Twenty-sixth street, E. R., Hart's Island. 7 and 10.30 A. M., on Saturday only, by steamboat.

WARD'S ISLAND. Twenty-sixth street, E. R., Ward's Island. 7 and 10.30 A. M., by steamboat. None on Sundays.

RANDALL'S ISLAND. Twenty-sixth street, E. R., Randall's Island. 7 and 10.30 A. M., by steamboat. None on Sundays. From 123d st., E. R., by row boat at all hours of the day.

LONG ISLAND CITY (late Hunter's Point), from James' Slip every half hour. Fare 6 cents.

—From foot of 34th st., in the forenoon, every 15 minutes, in the afternoon, every 7 minutes. Fare 4 cents.

[These ferries connect with the Long Island and Flushing Railroads.]

GREENPOINT, from foot of 23d street, and 10th street, from 6 A. M. to 9 P. M., every 15 minutes. Fare 4 cents.

BROOKLYN, E. D. (Williamsburg), from foot of Houston st. to Grand st. Fare 3 cents.

—From foot of Grand st. to South 7th street. Fare 3 cents.

—From foot of Roosevelt st. to South 7th st., from 5 A. M. to 8 P. M., every 10 minutes. Fare 3 cents.

[The South Side, L. I. Railroad depot is at South 7th street ferry.]

BROOKLYN, from foot of New Chambers st. to Bridge st. Brooklyn, every 15 minutes from 5 A. M. to 10 P. M. Fare 2 cents.

BROOKLYN, UNION FERRY COMPANY. [Fare on all these ferries, 2 cents; 17 tickets for 25 cents. Between the hours of 5 and 7.30, morning and evening, the ferriage at all the ferries of this Company is one cent. Tickets good at all the Company's ferries.]

—**CATHARINE FERRY**, from foot of Catharine st. to foot of Main st. from 5 A. M. to 9 P. M., every 10 minutes; from 9 P. M. to 12 P. M. every 20 minutes.

BROOKLYN, FULTON FERRY, from foot of Fulton st. to Fulton st., Brooklyn.

This is the principal Ferry between New York and Brooklyn. There are four boats employed from 7 A. M. to 7 P. M., and two are running all night. Trips during the day are made as rapidly as a boat can cross. From 7 P. M. to 12 P. M. trips are made every 12 minutes, from 2 A. M. to 7 A. M., every 15 minutes.

[At the landing on the Brooklyn side, more than a dozen different horse car routes have their termini. There is scarcely any part of Brooklyn which cannot be readily reached by one or the other of these cars. The stranger has only to inquire of the car-starter at the Ferry to ascertain which car he must take to reach his destination.]

—**WALL ST. FERRY**, from foot of Wall st. to Montague st., from 5 A. M. to 8 P. M., every 10 minutes; and every 20 minutes, from 8 P. M. to 12 P. M.

—**SOUTH FERRY**, from foot of Whitehall st. to Atlantic st., from 5 A. M. to 11 P. M., every 12 minutes; from 11 P. M. to 5 A. M., every half hour.

—**HAMILTON AVENUE FERRY**, from foot of Whitehall st. to Atlantic Dock, from 7 A. M. to 6½ P. M., every 10 minutes; from 6½ P. M. to 9 P. M., every 15 minutes; from 9 P. M. to 7 A. M., every half hour.

HARLEM AND ASTORIA, from Peck Slip at almost every hour in the day, stopping at Astoria. Fare ten cents.

—**and Morrisania**, from Fulton Slip—east side—almost every hour in the day. Fare ten cents.

BAY RIDGE, from foot of Wall st., six trips a day. Fare 15 cents.

STATEN ISLAND, to Tompkinsville, Stapleton, and Vanderbilt's Landing: from foot of Whitehall st. every hour, from 6 A. M. to 9 P. M., and a last boat at 11.45 P. M. Fare ten cents.

[This ferry connects with the Staten Island Railroad.]

North River Side.

STATEN ISLAND, North shore, to New Brighton, Sailors' Snug Harbor, West Brighton, Fort Richmond, and Elm Park, from pier 19, from 6 A. M. to 8 P. M., every hour, except at 1 P. M. Fare 12 cents.

JERSEY CITY, Communipaw, from foot of Liberty st. to N. J. Central R. R. every 20 minutes. Fare 3 cents.

—**from foot of Cortlandt st. to foot of Montgomery st.**, from 7 A. M. to 10 P. M., every 10 minutes; from 10 to 12 P. M., every 15 minutes; from 12 P. M. to 4 A. M., every 30 minutes; from 4 to 7 A. M., every 15 minutes. Fare 3 cents.

—**from foot of Desbrosses st. to same landing.** Fare 3 cents.

[These two ferries connect with the New Jersey Railroad.]

—**LONG DOCK (Pavonia)**, from foot of Chambers st., from 1 A. M. to 7 P. M., every 15 minutes; from 7 P. M. to 1 A. M., every half hour. Fare 3 cents.

—**LONG DOCK (Pavonia)**, from foot of 23d st. Fare 3 cents.

[These ferries connect with the Erie, the Northern New Jersey, and the Hackensack Railroads.]

HOBOKEN, from foot of Barclay st.

—**from foot of Christopher st.**, from 5 A. M. to 8 P. M., every 15 minutes; from 8 to 12 P. M., every 20 minutes.

[These ferries connect with the Morris and Essex, the Delaware and Lackawanna, and the Bloomfield and Montclair Railroads.]

BULL'S FERRY AND FORT LEE, from pier 61. Fare 12 cents.

WEEHAWKEN, from foot of 42d st., from 6 A. M. to 7 P. M., every 40 minutes. Fare 12 cents.

IMPROVEMENT IN DOCKS.

The visitor, approaching New York by water, will be amazed at the immense forest of ship masts and steamboat smoke-stacks presented to his view. Beginning at the Battery, innumerable vessels of all descriptions extend along both sides of the city until they are lost to the vision in a hazy vista. This panorama will convey an impression of the enormous amount of commerce yearly transacted at this port. Our docks and piers, however, are in no wise commensurate with the amount of shipping thus presented. They are very dilapidated affairs, and are inadequate to the necessities of the metropolis. But ample provision has been made by the Dock Commission for remedying this defect, and the plan proposed is as follows :

1st. To construct a permanent river wall of masonry, so far outside of the existing bulkheads as to give a river street 250 feet wide along the North River, 200 feet wide on the East River, from the Battery to Thirty-first street, and 175 feet wide north of that point.

2d. To build piers projecting from the river wall, of ample dimensions, adequate construction, and, so far as possible, affording an unobstructed passage for the water.

3d. Whenever it is necessary, to cover these piers with substantial sheds suitable to the requirements of each case.

In carrying into execution the proposed improvements along the water front of New York, it is obvious that they should be extended only as the requirements of commerce demand.

Thus in the proposed system the piers and river wall together will give a wharf line of about 195,000 feet or about 37 miles, and the piers alone will have an area of about 5,105,000 square feet, sufficient, it is safe to say, to accommodate a commerce vastly greater than that which now finds its way to the water front of New York.

The proposed arrangement will give, between Grand St. and West Eleventh St., a wharf line of 21 43-100 miles (greater than the whole existing quay line of Liverpool, including the new constructions at Birkenhead, which amount in all to about 20 7-100 miles), against an existing line within the same limits of 20 7-100 miles, and from the superiority of the arrangement in the increased width of the piers, slips, and river streets, and the greater depth of water making every foot available for use, will accommodate with ease a much greater commerce than now exists.

LOCATION OF PIERS.

By reference to the following, the stranger who approaches the city by steamboat, or who is to leave it by the same means, will be able to ascertain, not only on which side of the city—whether E. R. or N. R.—but also at the foot of what street the Pier to which he is to go may be found. Remembering, of course, that E. R. means East River, and N. R. North River.

North River.

No. 1, foot Battery pl.	No. 31, foot Duane.
" 2, 3, bet. Battery pl. and Morris	" 32, bet. Duane and Jay.
" 4, foot Morris.	" 33, foot Jay.
" 5, 6, 7, bet. Morris and Rector.	" 34, " Harrison.
" 8, foot Rector.	" 35, " Franklin.
" 9, 10, bet. Rector and Carlisle.	" 36, " N. Moore.
" 11, foot Carlisle.	" 37, " Beach.
" 12, foot Albany.	" 38, " Hubert.
" 13, bet. A bany and Cedar.	" 39, " Vestry.
" 14, foot Cedar.	" 40, " Watts.
" 15, foot Liberty.	" 41, " Hob ken.
" 16, bet. Liberty and Cortlandt.	" 42, " Canal.
" 17, 18, foot Cortlandt.	" 43, " Spring.
" 19, bet. Cortlandt and Dey.	" 44, bet. Spring and Charlton.
" 20, foot Dey.	" 45, foot Charlton.
" 21, " Fulton.	" 46, " King.
" 22, bet. Fulton and Vesey.	" 47, " W. Houston.
" 23, foot Vesey.	" 48, " Clarkson.
" 24, bet. Vesey and Barclay.	" 49, " Leroy.
" 25, foot Barclay.	" 50, " M rion.
" 26, bet. Barclay and Robinson.	" 51, " Christopher.
" 27, foot Robinson.	" 52, " W. 10th.
" 28, " Murray.	" 53, " Charles.
" 29, " Warren.	" 54, " Perry.
" 30, " Chambers.	" 55, " Hammond.
	" 56, " W. 13th.
	" 57, " W. 17th.
	" 58, " W. 18th.
	" 59, " W. 19th.

East River.

No. 1, 2, foot Whitehall.	No. 17, foot Pine.
" 3, " Moore.	" 18, " Maiden lane.
" 4, bet. Moore and Broad.	" 19, Fletcher.
" 5, bet. Broad and Coenties slip.	" 20, 21, foot Hurting slip.
" 6, 7, 8, Coenties slip.	" 22, foot Fulton.
" 9, 10, bet. Coenties and Old slips.	" 23, " Peckman.
" 11, 12, Old slip.	" 24, bet. Beckman and Peck slip
" 13, bet. Old slip and Gouverneur lane.	" 25, 26, foot Peck slip.
" 14, foot Jones lane.	" 27, foot Dover.
" 15, 16, foot Wall.	" 28, bet. Dover and Roosevelt.
	" 29, foot Roosevelt.
	" 30, bet. Roosevelt and James slip.

No. 31, 32, foot James slip.	" 51, 52, foot Gouverneur.
" 33, foot Oliver.	" 53, foot Jackson.
" 34, 35, foot Catharine slip.	" 54, " Colliers.
" 36, bet. Catharine slip and Market.	" 55, " Cherry.
" 37, 38, foot Market.	" 56, 57, foot Broome.
" 39, bet. Market and Pike.	" 58, 59, " Delancey.
" 40, 41, foot Pike.	" 60, foot Rivington.
" 42, bet. Pike and Rutgers.	" 61, bet. Rivington and Stanton.
" 43, 44, foot Rutgers.	" 62, foot Stan on.
" 45, bet. Rutgers and Jefferson.	" 63, " E. Houston.
" 46, foot J. I.erson.	" 64, " Fifth.
" 47, bet. Jefferson and Clinton.	" 65, " Sixth.
" 48, foot Clinton.	" 66, " Seventh.
" 49, bet. Clinton and Montgom-	" 67, " Eighth.
ery.	" 68, " Ninth.
" 50, foot Montgomery.	" 69, " E. 10th.
	" 70, " E. 11th.

HOTELS.

The first-class hotels of New York have long enjoyed the reputation of being the best in the world. They are numerous and well distributed throughout the city, and oftentimes occupy structures which are architectural ornaments. They are spacious, some of them having a capacity to accommodate 1,000 guests—and sumptuously furnished and supplied with every appointment which can in any way contribute to the comfort of the guest. Many of the hotels have adopted the European plan of charging separately for rooms and meals, others adhere to the old time American custom of including both items under one head.

* Means European Plan. † Means American Plan. ‡ Means American and European plan.

* Albemarle...Broadway & 24th St.	* Central.....212 West St.
* Alborns.....256 Fulton St.	* Central Park...7th Av. & 59th St.
* Anson.....79 Spring St.	* City.....71 Cortlandt St.
* Anth ny.....534 roadway.	‡ City.....1 Clinton Place.
* Arlington.....23 East 14th St.	† Clarendon.....64 Union Square.
‡ Ashland.....4th Ave. & 24th St.	† Clin on Place.....755 B'way.
* Astor.....221 Broadway.	* Coleman.....B'way & 27th St.
† Atia tie.....63 & 65 New Bowery.	* Columbia.....187 Chatham St.
‡ Parnum's.....904 Broadway	* Compton.....321 Third Ave.
* Belmont.....187 Fulton St.	* Continental.....442 B'way.
† Pelvedere...Living place & 15th St.	* Cooper.....80 East 9th St.
* Bowery.....395 Bowery	* Cooper Union.....19 Third Ave.
* Brandreth....17'way & Canal st.	* Cosmopolitan.....
* Brevoort.....11 Fifth Ave.	Chambers & W. B'way.
* Br voort Place..B'way & 10th st.	* Crittenden....B'way & 28th St.
† Broadway.....B'way & 42d St.	* Crook's.....84 Chatham.
* Brower.....24 West 28th St.	* Dry Street.....58 Dey st.
† Bull's Head.....321 Third Ave.	* Marie's.....Canal & Centre Sts.
* Can ten.....166 Third Ave.	* Eastern.....62 Whitehall St.
* Central.....125 Canal St.	* Empire.....613 Third Ave.
Buckingham.....507 Broadway.	

- * Everett.....4th Av. & 17th St.
 * Everett's.....104 Ve cy St.
 † Farmers.....10 B o dway.
 † Fifth Avenue...5th Av. & 23d St.
 † Frankfort.....
 Frankfort & William St.
 * French's.....1 Chatham St.
 † Fulton.....202 Third Ave.
 * Garvey.....4th Av. & 42d St.
 * Germania.....137 Grand St.
 * Gitsy.....Broadway & 29th St.
 * Glenham.....155 Fifth Ave.
 † Glenham.....31 Ave. & 24th St.
 * Grand.....Broadway & 31st St.
 † Grand Central.....671 Broadway.
 † Grand Union...4th Ave. & 41st St.
 * Grant.....48 New Bowery.
 † Groot's.....490 Canal St.
 † Grosvenor.....37 Fifth Ave.
 * Hinfield's622 Grand St.
 * Hank's.....496 Ninth Ave.
 * Hartman's.....47 Bowery.
 * Hoffman.....1,111 B'way.
 † Hotel Branting.....
 Madison Ave. & 68th St.
 * " Brunswick....225 8th Ave.
 * " del Recreo....11 W. 11th St.
 * " de Paris....22 W. Houston.
 † " de Strasbourg..229 10th Av.
 * " de Versailles.....
 30 E. Houston St.
 † " Espanola.....31 E. 4th St.
 * " Germania .. 141 Cedar St.
 * " Jeger.....47 Barclay St.
 * " Meuz 1.....29 Bowery.
 † " " St. Germ 19.....
 Fifth Ave. & 23d St.
 † Hotel Vanderhilt,
 54 and 56 Warren St.
 Hygienic.....15 Laigt St.
 International.....
 17 & 19 Park Row.
 * Irving.....49 E. 12th St.
 † Irving Place.....1 Irving place.
 * Lafayette.....395 B'way.
 * La Pierre.....56 Warren St.
 * Leggett's.....46 Chatham St.
 † Lenox.....72 Fifth Ave.
 * Libby.....54 & 56 Warren St.
 * Lion Park110th St. & 8th Ave.
 * McKinley's.....63 South St.
 † Madison Avenue.....
 63 Madison Ave.
 * Madison Square.....
 Broadway & 21st St.
 † Maltby.....
 21 & 23 Great Jones St.
 * Manhattan.....265 Bowery*
 † Marlborough...6th Av. & 38th St.
 † Merchants.....39 Cortlandt St.
 † Metropolitan....386 Broadway.
 † MHP's.....375 4th Av.
 * Monument.....6 Union Square.
 * National.....5 Cortlandt St.
 † New England.....50 Bowery.
 * New Jersey.....73 Cort andt St.
 † New Sailors Home...339 Pearl St.
 † New York.....721 Broadway.
 * Northern...Cortlandt & West Sts.
 * Outman.....31 Bowery.
 * Occidental.....
 Broome St. & Bowery.
 † Old Libby.....386 Fourth Ave.
 † Pacific.....174 Greenw ch St.
 * Pacify.....38 Bowery.
 * Paige's.....Spring & West Sts.
 * Parker.....B'way & 34th St.
 * Park.....Beckman & Nassau Sts.
 * Pearl St.....309 Pearl St.
 † Prescott.....B'way & Spring St.
 * Putnam.....397 4th Ave.
 * Reinhardt's.....2 Greenwich St.
 † Remsen.....2,388 Third Ave.
 * Reservoir Park.....
 40th St. & 6th Ave.
 * Revere.....606 Broadway.
 * Robinson.....18 East 16th St.
 † Sakers Home.....190 Cherry St.
 * Saint Charles.....648 Broadway.
 * " Cloud.....B'way & 42d St.
 * " Denis.....B'way & 11th St.
 * " Julien.....
 4 Washington place.
 † " Nicholas... 515 Broadway.
 * " James... 26th St. & B'way.
 * " Omer.....6th Av. & 23d St.
 * " Germain
 22d St. Broadway & 6th Ave.
 * " Lawrence.....31 Bowery.
 * Sakers Fourth Avenue.....
 26th St. & 4th Ave.
 * Sheridan.....159 Canal St.
 † Sinclair.....754 Broadway.
 * Smith & McNell's.....
 197 Washington St.
 * Smith's.....56 Chatham St.
 * Soule's European.....
 Sixth Ave. & 44th St.
 * Southern.....679 B'way.
 † Spingler.....5 Union Square.
 * Stag.....790 Broadway.
 * Steel's.....316 Greenwich St.
 * Steuben.....295 Bowery.
 * Stevens23 Broadway.

† Startevant..... 1,186 Broadway.	* Warren.... Canal & Elizabeth Sts.
* Summit..... Canal & Bowery.	† Washington..... 1 Broadway.
* Sweeney's.... Duane & Chatham.	* Wash ngton..... 375 4th Ave.
* Tremont..... 663 Broadway.	* Westminster.....
† Tyler..... Broadway & 13th St.	Living Place & 16th St.
* Union Place..... B'way & 14th St.	* Westmoreland.....
* Union Square... 16 Union Square.	Fourth Ave. & 17th St.
* United States... Fulton & Water.	* West Side..... 227 Sixth Ave.
† Van Dyk..... 28 Bowery.	* Winchester..... B'way & 31st St.
* Van Dyke..... 21 Catharine slip.	† Windsor..... 5th Ave. & 46th St.
* Vanderbilt..... 149 Hudson St.	* Zahn's..... 7 East Broadway.

RESTAURANTS.

If the number of people in the City of New York—strangers and citizens—who eat at least one meal a day every day at some eating-house could be arrived at, the figures, we apprehend, would startle the most indifferent inquirer. From the parlours of the markets, where many a poor fellow makes a square meal on twenty-five cents—and even less—all the way up through the different grades of eating-houses till you arrive at Delmonico's where a man may, if he choose, pay \$25 for a meal, the stranger will find the tables in all of them filled with crowds of people for five or six hours during the middle of the day, and some of them equally crowded from daylight in the morning till a late hour at night. The quality of the fare, as well as the prices, will be found to vary considerably.

It is rare to find two persons equally well pleased with the same place; we, therefore, abstain from recommending any particular houses, but cheerfully refer the reader for particular houses in different localities, to the illustrated department of this work. While we unhesitatingly vouch for their management and fair dealing, we at the same time have no hesitation in saying that there are, probably, hundreds of eating-houses quite as good as those named. The only way for a stranger to do is to try till he is suited.

BOARDING AND LODGING HOUSES.

The stranger who may wish to locate himself in lodgings, or in a boarding house, is recommended to take a little time to look about him—going first to a hotel—and not make choice of a house until after personal examination, or upon the recommendation of a friend. The number of lodging and boarding houses in the city is legion; many of them are all that can be desired, and others—are not. We do not propose to give a list, but we can assure the stranger that, in a

very large number of these houses, he may live as comfortably as at a hotel, and at very considerably less expense. For further particulars on this subject see illustrated department.

Bachelors may find hall bedrooms, with board, from \$5 per week, upward—larger rooms in proportion—and a gentleman and his wife will find accommodations from \$12 per week upward.

DISTANCES IN NEW YORK CITY.

WEST SIDE—ON BROADWAY.

TO	From Battery Place. MILES.	From City Hall. MILES.
Day Street.....	$\frac{1}{2}$	..
City Hall.....	$\frac{1}{2}$	..
Worth Street.....	1	$\frac{1}{2}$
Canal Street.....	$1\frac{1}{2}$	$\frac{3}{4}$
Houston Street.....	$1\frac{1}{2}$	1
Fourth Street.....	2	$1\frac{1}{4}$
Ninth Street.....	$2\frac{1}{2}$	$1\frac{3}{4}$
Fourteenth Street.....	$2\frac{1}{2}$	$1\frac{3}{4}$
Twenty-third Street.....	3	$2\frac{1}{4}$
Thirty-third Street.....	$3\frac{1}{2}$	$2\frac{3}{4}$
Forty-second Street.....	4	$3\frac{1}{4}$

And one mile additional for every twenty streets.

EAST SIDE—BROADWAY, CHATHAM ST. BOWERY & THIRD AVENUE

TO	From Battery Place. MILES.	From City Hall. MILES.
Dey Street.....	$\frac{1}{2}$	..
City Hall.....	$\frac{1}{2}$	..
Pearl St., cor. of Chatham.....	1	$\frac{1}{2}$
Chatham Square.....	$1\frac{1}{2}$	$\frac{3}{4}$
Canal St., cor. of Bowery.....	$1\frac{1}{2}$	$\frac{3}{4}$
Broome St., cor. of Bowery.....	$1\frac{1}{2}$	1
Stanton St. cor. of Bowery.....	2	$1\frac{1}{4}$
Third St., cor. of Bowery.....	$2\frac{1}{2}$	1
Eighth St., cor. of Third Ave.....	$2\frac{1}{2}$	$1\frac{3}{4}$
Eighteenth St., cor. of Third Ave.....	3	$2\frac{1}{4}$
Twenty-third St., cor. of Third Ave.....	$3\frac{1}{2}$	$2\frac{3}{4}$

And one mile additional for every twenty streets.

Distances Across Town.

From Pier 1, North River, via Battery Place and Whitehall St., to East River.....	$\frac{1}{2}$ mile
From foot of Dey St., North River, to foot of Fulton Street, East River.....	$\frac{3}{4}$

From foot of Chambers St., North River, via Cham-					
bers, New Chambers and James Slip to					
East River.....	1	miles			
From foot of Canal St., North River, to B'way.....	$\frac{3}{4}$	"			
" " " " " Bowery.....	$1\frac{1}{8}$	"			
" " " " " foot of Grand					
Street, East River.....	$2\frac{1}{8}$	"			
" " Houston St., North River, to foot of					
Houston Street, East River.....	$2\frac{1}{8}$	"			
" " Fourteenth St., North River, to B'way.....	$1\frac{1}{8}$	"			
" " " " " " " " " " foot of					
Fourteenth Street, East River.....	$2\frac{3}{8}$	"			
" " Twenty-third St. North River, to Sixth					
Avenue.....	1	"			
" " " " " " " " " " foot of					
Twenty-third Street, East River.....	$2\frac{3}{8}$	"			
From North of Twenty-third Street, the Island averages from					
two to two and three-eighth miles in width.					

TELEGRAPH OFFICES.

TELEGRAPH OFFICES, (Domestic). — Most travelers have frequent occasion to use the telegraph, and they will find branch offices at nearly every hotel in the city, and at the various railroad depots.

General Offices.

Western Union, Broadway, cor. Dey St.

Atlantic, Pacific and Franklin, 198 Broadway.

Fire Alarm Police Telegraph, 62 Broadway.

American District Telegraph Company, 62 Broadway.

POLICE STATIONS.

HEADQUARTERS, 300 Mulberry St.

HOUSE FOR DETENTION OF WITNESSES, 203 Mulberry St.

<i>Precinct</i>	<i>Location.</i>	
		20.....434 W. 37th St.
1.....	52 New St.	21.....120 E. 35th St.
4.....	9 Oak St.	22.....347 W. 47th St.
5.....	19 & 21 Leonard St.	23.....87th St. near Ave A.
6.....	9 Franklin St.	24.. Harbor Police Boat No. 1.
7.....	247 Madison St.	25.....34 E 29th St.
8.....	128 Prince St.	26.....City Hall
9.....	94 Charles St.	27. ....Church & Liberty Sts.
10.....	89 Eldridge St.	29.. ... 137 & 139 W 30th St.
11.....	Union Market	30.....131st St. & B'way.
12.....	126th St. near 4th Av.	31..100th St. bet 9th & 10th Ave
13.....	178 Delancey St.	32.. ..10th Av. & W. 152d St.
14.....	205 Mulberry St.	33.....Morrisania
15.....	221 Mercer St.	34.....Tremont
16.....	156 W. 20th St.	35.....Kings Bridge
17.....	First Av. cor. 5th St.	Sub-Stations:—Grand Central Depot
18.....	163 E. 22d St.	Sanitary & Detective Squads :—300
19.....	220 E. 59th St.	Mulberry St.

THE COURTS.

Police Courts.

1. District (Lower Police Office,) at the Tombs, Centre, cor of Franklin St., and City Hall.
2. " at Jefferson Market, W. 10th St., cor. of Greenwich Ave.
3. " 69 Essex St.
4. " E. 57th St., near Lexington Ave.
5. " 125th St., bet. 4th & Lexington Ave.
6. " Tremont.

Criminal Courts for the City and County of New York.

Oyer and Terminer, New Court-House.—Terms, first Monday in January, April, October and December.

General Sessions, Brown Stone Building in City Hall Park, held by the Recorder or City Judge.—Terms, first Monday in each month.

Special Sessions, Halls of Justice, [Tombs] held by three Police Justices on Tuesday, Thursday and Saturday, at 9 A. M.

District Courts.—Held by Justices.

- 1 District (1st, 2d, 3d and 5th Wards), Centre, cor. Chamber
2. " (4th, 6th and 14th Wards), 514 Pearl St.
3. " (8th, 9th and 15th Wards), Greenwich Ave., cor.
of W. 10th St.
4. " (10th and 17th Wards), 169 E. Houston St.
5. " (7th, 11th and 13th Wards), 154 Clinton St.
6. " (18th & 21st Wards), 4th Av. bet. 27th & 28th St.
7. " (12th, 19th and 22d Wards), E. 59th St., near
3d Ave.
8. " (16th and 20th Wards), W. 22d St., corner of
7th Ave.
9. " 125th St. bet. 4th and Lexington Ave.

Criminal Courts for the County and City of New York.

- Supreme Court, New Court House.
 Superior Court, New Court House.
 Common Pleas, New Court House.
 Marine Court, New Court House.

United States Courts—Southern District of New York.

COMPRISING THE FOLLOWING COUNTIES:

*Columbia, Dutchess, Greene, New York, Orange, Putnam,
 Rockland, Sullivan, Suffolk, Ulster
 and Westchester.*

New Post Office Building.

United States Circuit Court, Equity and Criminal Term last
 Monday in February.—General Term, first Monday in
 April and Third Monday in October.

United States District Court, General Term, first Tuesday in
 each month.—Special Court every Tuesday, unless the
 State Term be then in session.

All the United States Courts and their Offices are in the
 Post Office Building, including the U. S. District Attorney's
 Department, the different U. S. Commissioners, and the U.
 S. Marshal's Department.

BANKS, &c.

*Those marked * are State Banks, all others are National Banks.*

American National.....	544 B'way	Marine National.....	78 Wall
American Ex. National.....	126 E'way	Market National.....	286 Pearl
Atlantic National.....	17 Nassau	Mechanics' National.....	33 Wall
*Bank of America.....	46 Wall	Mechanics' & Traders Na-	
Bank of British North America,		tional.....	143 Bowery
Agency.....	52 Wall	Mercantile National.....	191 B'way
Bank of California,		Mechanics' National.....	42 Wall
Agency.....	33 Pine	Merchants' Exchange Na-	
Bank of Montreal, Bell & Smith-		tional.....	257 B'way
ers, Agents.....	59 Wall	Metropolitan National.....	110 B'way
*Bank of N. America.....	44 Wall	Murray Hill.....	3d Av. & 37th street
Bank of New York, National		Mutual.....	Closed
Banking Association.....	48 Wall	Nassau.....	135 Nassau
*Bank of the Metropols,		National Bank of Commerce	
.....	31 Union Square	.....	29 Nassau
Bowery National.....	62 Bowery	do Bank of the State of	
*Ball's Head.....	314 Third Avenue.	New York.....	35 William
Canadian Bank of Commerce,		do Bank of the Republic	
Agency.....	50 Wall	.....	90 Broadway
Central National.....	325 B'way	do Bank of the Common-	
Chatham National.....	196 B'way	wealth.....	15 Nassau
Chemical National.....	270 B'way	National Broadway.....	237 B'way
Continental National.....	7 Nassau	do Butchers' & Drovers'	
Corn Banking Company,		.....	124 Bowery
.....	61 Broadway	do Cluzen's.....	381 B'way
*Corn Exchange.....	13 William	do City.....	52 Wall
*Dry Goods.....	347 Broadway	do Currency.....	92 B'way
E. K. National.....	680 Broadway	do Mechanics' Banking	
*Eleventh Ward.....	143 Avenue C	Association.....	38 Wall
Fifth National.....	338 Third Ave	do Park.....	214 & 216 B'way
First National.....	94 Broadway	do Shoe & Leather.....	231 B'way
Fourth National.....	16 Nassau	N. Y. Gold Exchan.....	58 B'way
Fulton National.....	83 Fulton	" County National.....	81 8th Ave
Gambell National.....	36 Wall	" National Exchange	
German-American.....	125 B'way	.....	138 Chambers
Germania.....	165 Bowery	Ninth National.....	49 B'way
German Exchange.....	245 Bowery	*Ninth Ward.....	23 Abington Sq.
*Gold Ex. Bank.....	48 Broadway	*North River.....	187 Greenwich
Greenwich.....	402 Hudson	*Oriental.....	123 Bowery
*Grocers' National.....	59 Barclay	*Pacific.....	47 B'way
Hanover National.....	38 Nassau	*People's.....	365 Canal
Harlem.....	2, 179 Third Avenue	Phoenix National.....	45 Wall
Importers' and Traders' National		*Produce.....	59 Park Place
.....	247 Broadway	Second National.....	190 Fifth Ave
Irving National.....	285 Greenwich	Security.....	319 B'way
Leather Manufacturers'		Seventh Ward National.....	234 Pearl
National.....	29 Wall	Sixth National.....	B'way & W. 35th
*Loaners'.....	22 Nassau	S. Nicholas National.....	7 Wall
*Manhattan Company.....	49 Wall	Tenth National.....	348 B'way
*Manufacturers' and Merchants		Third National.....	29 Pine
.....	551 Broadway	Tradesmen's National.....	291 B'way
*Manufacturers' & Builders'		Union National.....	34 W'nd
.....	3d Ave. & 57th street	*West Side.....	8th Av. & E. 34th St
Bank Clearing House.....		.....	48 Wall Street

Savings Banks.

Abington Square.....23	Abington sq	Harlem.....1,948	Third av
Bank of Savings.....67	Neecker	Institution for the Savings of Mer-	chants' Clerks... 29
Bond St. Savings Bank		Irving.....96	Warren
	54 and 56 Bond	Mahattan.....644	Broadway
Bowery.....139	Bowery	Mechanics' & Traders'..283	Bowery
Broadway.....4	Park Place	Metropolitan.....1	Third av
Central Park.....124	Third av	National.....609	Broadway
Citizens.....58	Bowery	New Amsterdam...315	Broadway
Chammont.....947	Greenwich	New York.....81	Eighth av
Clinton.....244	Eighth av	North River.....459	Eighth av
Dry Dock.....Bowery & Third at		Oriental.....436	Grand
East River.....3	Chambers	People's.....301	Third av
East Side.....187	Cherry	Seamen's.....76	Wall
Emigrant Industrial..51	Chambers	Security.....Third av & 34th st	
Eleventh Ward, Av C & Seventh st		Sixpenny...Broadway, cor. 8th st	
Equitable.....170	Sixth av	Tentons.....25	Av. A
Excelsior.....374	Sixth av	Trades.....375	W 23d
Franklin.....594	Eighth av	Union Dime.....395	Canal
Fifth Avenue....44th st & Fifth av		Up-Town.....811	Third av
German.....4	Union sq	West Side.....154	Sixth av
German Up-Town....891	Third av	Yorkville.....Third av & 86th st	
German.....Third av & 138th st			
Greenwich.....78	Sixth av		

Trust Companies.

American Loan and Trust Co.,		N. Y. Bond Deposit Co..108	B'way
	141 Broadway	N. Y. Life Ins. & Trust Co. .52	Wall
Bankers & Brokers Association,		N. Y. Loan & Indemnity Co.,	
	18 Broad st		229 B'way
Equitable Trust Co....52	William	N. Y. State Loan & Trust Co.,	
Farmers' Loan and Trust Co.,			60 Wall st
	26 Exchange Place	Real Estate Loan & Trust Co.,	
Mercantile.....120	Broadway		17 B'way
National Trust Co.....263	B'way	Union Trust Co.....71	B'way
N. Y. Guaranty & Indemnity Co.,		United States Trust Co.....49	Wall
	52 B'way	U. S. Mortgage Co.....50	Wall

Safe Deposit Companies and Vaults.

Central Safe Deposit Company of New York....	71 & 73 W 23d st.
Mercantile Loan and Warehouse Company.....	129 to 124 Broadway
Safe Deposit Co. of New York, for the safe keeping of Valuables,	
Bonds, &c., and Renting of Sales....	140, 142, 145 B'way, cor Liberty
New York Stock Exchange.....	10 Broad st
National Park Bank.....	214, 216 Broadway
Scuyvesant Safe Deposit Company.....	1 and 3 Third av

LIST OF FOREIGN BILL DRAWERS.

- Those with a † are agencies of Canadian and other foreign banks.*
- Eugene S. Ballin & Co., 34 Ex. Place, Union Bank, London.
- Bank of Belgium & Holland (ag.) 30 Ex. Place, Bank of Belgium and Holland.
- †Bank of Montreal, 61 Wall, Bank of Montreal, London.
- Bank of New York, 48 Wall, Union Bank, London.
- †Bank of British N. America, 52 Wall, Bank of British N. America.
- †Bank of Toronto, 61 Wall, City Bank, 34 Old Broad St., London.
- Barclay & Livingston, 24 Beaver, Coutts & Co., 57 Strand. "
- Babcock, Brothers & Co., 30 Wall, { B. P. Babcock, & Co., Liverpool
City Bank, London.
- August Belmont & Co., 21 Nassau, N. M. Rothschild & Son, London.
- Blake Brothers & Co., 52 Wall, Blake Brothers & Co.
- Brown Brothers & Co., 61 Wall, Brown, Sharpley & Co.
- Barlage & Co., 45 Ex. Place, Frederick Hath & Co., London.
- †Canadian Bank of Commerce, 30 Wall, Branch Bank of Scotland.
- Chemical National Bank, 270 Broadway, London Joint-Stock Bank.
- E. F. Davison & Co., 125 Pearl, Baring Brothers & Co.
- Drexel, Morgan & Co., Wall & Broad, { J. S. Morgan, & Co., London
Drexel, Harjes & Co., Paris.
- Simon de Visser, 68 William, Kleinwort, Cohen & Co., London:
- †Dominion Bank of Canada, 61 Wall, City Bank, London.
- First National Bank, 90 Broadway, Baring Bros. & Co.
- Fowler Brothers, 72 Broad, Fowler Bros., Liverpool.
- German-American Bank, 125 B'way, { National Bank of Hamburg and
London, Limited.
- Gosler & Co., 134 Pearl, International Bank, Hamburg & London.
- Greenbaum Brothers & Co., 216 Broadway, City Bank, London.
- A. Goettel & Co., 51 William, London Joint-Stock Bank.
- Haag & Co., 45 Wall, Alliance Bank, London.
- Hallgarten & Co., 28 Broad, International Banking Co., London.
- Heidelberg, Frank & Co., 52 Ex. Place, London Banking Association.
- Hess Brothers, 20 Wall, W. Lalenburg & Co.
- Hobson, Hurst & Co., 52 Wall, German Bank of London.
- Richard Irvin & Co., 54 Ex. Place, Samuel D'vin & Co., Glasgow.
- Jassen & Co., 53 Broad, Horstman & Co., London.
- M. K. Jesup, Paton & Co., 52 William, Union Bank, London.
- Eugene Kelly & Co., 45 Ex. Place, { Consolidated Bank, London.
Smith, Payne & Smiths.
- James G. King's Sons, 31 Nassau, Baring Brothers & Co.
- King & Co., George W., 74 B'way, Alliance Bank, London.
- Knauth, Nachod & Kuhne, 113 B'way, Alliance Bank, London.
- Kountze Brothers, 12 Wall, Union Bank, London.
- Kuhn, Loeb & Co., 31 Nassau, Bank of Montreal, 27 Lombard St.
- August Lambert & Co., 21 Nassau, Union Bank, London.
- †London, Asiatic & Am. Co., 30 Pine, London Joint-Stock Bank.
- Charles Luing & Co., 79 Broad, Deutsche National Bank, Bremen.

- Citizens' Bank of La., (27) 37 Pine, Baring Brothers & Co.
 Donnell, Lawson & Co., 92 Broadway, { Barclay, Bevens, Tritton,
 { Twells & Co., London.
 Duiman & Scharf, 43 Ex. Place, C. J. Hambro & Sons, London.
 Kelley and Alexander, 68 William, Baring Brothers & Co., London.
 †Maritime B. of St. John, N. B., 61 Wall, Imperial Bank, London.
 H. G. Marquand, 120 Broadway, City Bank, London.
 Meeker & Co., W. B., 48 Wall, Union Bank, London.
 †Merchants' B. of Canada, 62 Wall, Merchants' B. of Canada, London.
 †Metropolitan Bank, Montreal, 61 Wall, Bank of Montreal, London.
 †Molson's Bank of Montreal.
 Matthew Morgan's Sons, 39 William, London Joint-Stock Bank.
 Morton, Bliss & Co., { Morton, Rose & Co., London;
 39 Broad, { James W. Tucker & Co., Paris.
 John Munroe & Co., 8 Wall, Alexanders, Cunliffe & Co.
 National B. of Commerce, 31 Nassau, Baring Brothers & Co., London.
 National Park Bank, 214 Broadway, Union Bank London.
 Netter & Co., 51 Ex. Place, German Bank, London.
 Norton, Slaughter & Co., 41 Broad, John K. Gillat & Co., London.
 Ontario Bank, (agency), 61 Wall, Bank of Montreal, London.
 Randolph, Bickley & Co., 3 Nassau, C. J. Hambro & Sons, London.
 C. B. Richard & Boss, 61 Broadway, C. J. Hambro & Sons, London.
 Rider & Curtis, 73 Broadway, { Royal Bank of Ireland, Dublin.
 { A. S. Petrie & Co., London.
 †Royal Canadian Bank, 61 Wall, National Bank of Scotland.
 Rutten & Bonn, 50 Ex. Place, German Bank, London.
 Leopold Schmitt & Co., 68 Broad, J. C. Thurn & Co., London.
 J. & W. Seligman & Co., 31 Broad, Seligman Brothers, London.
 Philip Speyer & Co., 18 Ex. Place, Speyer Brothers, London.
 Sternberger, M. & S., 44 Ex. Place, Union Bank, London.
 Stoker, Taylor & Co., 65 Broadway, City Bank, London.
 J. & J. Stuart & Co., 33 Nassau, Smith, Payne & Smiths, London.
 Stursberg, Rupert & Co., 35 Broad, Horstman & Co., London.
 Tucks & Lichtenstein, 50 Ex. Place, Bischoffsheim & Goldschmidt.
 Tapscott, Brothers & Co., 86 South, Prescott, Grote & Co., London.
 Taylor Brothers, 17 Wall, Union Bank, London.
 James Tinker, 84 Broadway, C. M. Lamson & Co., London.
 L. Von Hoffmann & Co., 50 Wall, R. Raphael & Sons, London.
 Ward & Co., 54 Wall, Union Bank, London.
 Ward, Campbell & Co., 56 Wall, Baring Brothers & Co., London.
 S. G. & G. C. Ward, 52 Wall, Baring Brothers & Co., London.
 Wells, Fargo & Co., 82 Broadway, Union Bank, London.
 Williams & Guion, 63 Wall, A. S. Petrie & Co., London.
 Winslow, Lanier & Co., 37 Pine, City Bank, London.

CHAPTER VII.

NOTABLE STREETS AND SIGHTS.

Broadway.—Wall Street.—Fifth Avenue.—The Bowery.—The Slaves

[The visitor will receive material assistance in finding his way about the city, or recovering it when lost, by observing the corner street-lamps. Two of these lamps at the intersection of every two streets have the names of the streets conspicuously painted on them.]

BROADWAY.

The principal street of New York is Broadway. It commences near the junction of the North and East rivers, and extends through the centre of the island, or the city of New York to Yonkers, and is fifteen miles in length. The lower or southern extremity of the street from the Battery to Union Square, a distance of two and a half miles, is during the business portion of the day one surging mass of human life. While the streets of all great cities present animated spectacles during business hours there is none other in the old or new world which exhibit similar scenes of activity and energy, both on the part of the pedestrians that throng the sidewalks, or the conductors of wheeled vehicles in the streets. Even strangers, the denizens of other cities, less imbued with the ardent energy which characterize New Yorkers, soon catch the impulse after their arrival in New York, and hurry along with the crowd across the streets and along the sidewalk, as if life or death depended upon their arrival at their various destinations at appointed times.

Till within the last few years the great ambition of the retail traders was a position on Broadway, about or above the City Hall, but the extension of the city northward has changed all this. Retail traders have moved with the population northward, leaving the southern extremity of this street to the occupation of the wholesale dealers, and to attorneys, agents of corporations, business firms, &c. The agents or officers of steamship lines occupy the southern end of this street, in vicinity of the Battery, together with the consuls of foreign countries. Immediately north of these, and as far up as Fulton street, may be found the principal law and insurance offices of the city. When the visitor to New York reaches Fulton street, it would be well to pause in front of St. Paul's Church

—surrounded on three sides by a grave-yard. In this cemetery are entombed the remains of many distinguished men of past generations. General Montgomery, who fell in the assault upon Quebec, is interred here, and a monument to his honor attests the fact. Dr. McNevin, an Irish patriot, and Thomas Addis Emmett, his compatriot, and brother to the celebrated Robert Emmett, have found a resting place here, and sympathizing friends have erected to their memory monuments.

Ascending Broadway from the Battery to Fulton street, you reach the printing and publishing houses of the city. On the opposite corner of Fulton and Broadway stands the building of the *Evening Post*, William Cullen Bryant's paper. On the corner of Ann street and Broadway is the *New York Herald* building. In both of these buildings of course are published the newspapers which have bestowed their names upon them. Arriving at the Herald building you enter Park Row, the main artery to *Printing House Square*. This square is the scene of the printing and publishing of hundreds of leading newspapers of the country. Looking at this square from Broadway, your attention is arrested by a structure which shoots heavenward, looking down upon all its contemporaries, being the tallest building in the United States. It is eleven stories high, and possesses many claims to the ideal in architecture. This imposing structure suggests a monumental design on the part of its builders, and the suggestion is founded in fact. It is really a monument to the genius of the founder of the *New York Tribune*—Homer Greely. We cannot accompany the visitor further up Broadway. He can observe for himself as he traverses this magnificent thoroughfare, on which is transacted on so large a scale the mercantile and other branches of business of New York, and we might say of the world, for the natural and artificial products of every clime and of every land find their way to this city, and are exposed in the shop windows and stores in this street as in a world's fair.

WALL STREET

Is scarcely a quarter of a mile in length, but it is the great money centre of the country, and its influence is potent in every quarter of the globe where mercantile transactions are known. Few strangers visit the city who have not some business to transact in Wall street, and those who have none, will do well to visit the street during the busy hours of the day, say from 12 M. to 3 P. M. One line of Broadway omnibuses passes through the street, and three other lines pass the head

of the street at Trinity church every few minutes, rendering it easy of access from all parts of the city. Several of the public buildings elsewhere described, are in this street, but beside these, there are many other buildings, banks, insurance offices, banking offices, and stores in the street, or in its immediate vicinity, well worthy of notice. See, for instance, the new Seamen's Bank for Savings, corner Wall and Pearl streets; the Bank of New York, corner Wall and William; and the banking house of Brown Brothers & Co., 59 Wall street; the banking house of Drexel, Morgan & Co., corner of Broad and Wall; it cost \$1,000,000 for the ground, and another million to erect the building. But what will attract the attention of the visitor more than anything else will be the rushing of men and boys in and out of offices and through the street; the haste with which everybody seems to be infected; the anxiety stamped on every one's face; the clicking of the telegraph in almost every office you pass; the knots of men on the street corners talking and gesticulating like mad, and the screaming bedlam of the Gold Exchange. If the visitor has not been accustomed to noise and bustle in other places, the hour he spends here will seem to be tripled, and he will soon wish himself out of it. It is, however, one of the city's most interesting features, and no stranger should go away without visiting it.

FIFTH AVENUE

Fifth Avenue is the "west end" of New York city. It begins at Washington Square, and ends at Harlem River, and is about midway between the North and East rivers. It is built up continuously between three and four miles, and on it reside many of the city's wealthiest families whose houses are far more elegant and costly than can be found in any other city in the country. Could the stranger obtain entrance into some of these dwellings, he would be much astonished at the evidences of wealth and culture that would meet his eye. Probably the most expensive, and by far the most luxurious residence on the avenue, is that of Mr. A. T. Stewart, corner of Thirty-fourth street. It as far exceeds those of his neighbors, as his dry goods palace, corner of Broadway and Tenth-street, does those of the other dry goods merchants. This house is said to have cost more than two millions of dollars. The visitor, if he is a careful observer, will note the changes in the style of building as he wends his way up the avenue. Houses which were considered to be "just the thing" ten years ago, are out of date to-day. Observe the style of the

houses about Fourteenth-street, for instance ; then at Twenty-fifth to Thirtieth-street, and again, those which are now being erected ten or twenty streets farther up. Between Fifty-fifth and Fifty-sixth streets, for example, a block of houses has just been built of Ohio stone—a material fast coming into use, and destined to supplant brownstone. These houses are finished with mansard roofs, and are vastly more attractive than the houses of ten years ago. The visitor will notice a new feature of the fashionable house of to-day, that the inside wood-work as well as the outside doors, are of mahogany. Another block that will attract attention is just finished, between Fifty-seventh and Fifty-eighth streets. These houses are of white marble, and when one is a little distance away, the effect has been so contrived that the block may very well be mistaken for a church. On that portion of the avenue which is on Central Park, fabulous prices have been obtained for building lots, the position being beyond all question the finest in the city. Some of the most fashionable churches are located on this avenue, and if the visitor should be in the city of a Sunday, he is recommended to take a walk on this popular promenade after the morning services are over, if he would see one of the city's most elegant and characteristic exhibitions. The churches most worthy of notice on the avenue are *St. Thomas's*, corner of Fifty-third street; the *Jewish Temple*, corner of Forty-third street; the *Roman Catholic Cathedral* (now building), between Fifty-first and Fifty-second streets, and *Dr. Chapin's Church*, corner of Forty-fifth street.

Several of the old and wealthy club houses are on this avenue, and on the corner of Fourteenth street is Delmonico's celebrated restaurant. We already begin to see houses converted into stores in the lower portion of the avenue, and business driving residences farther away.

A man need not be more than sixty years old to remember when the Battery was, to the fashionable world, what Fifth avenue and Fiftieth-street are to-day. If this old fellow should live twenty-five years longer where shall he look to find the centre of fashion?

THE BOWERY

Is by no means a fashionable promenade. Still it is worth one's while to see it, especially of an evening. It has always been a great thoroughfare, and remains so still. That portion of the city east of the Bowery is largely inhabited by Germans, and on the Bowery are a great number of the most extensive

lager bier saloons in the city, a German theatre, etc., etc. Besides these, however, are a large number of retail shops, all of which are open and brilliantly lighted in the evening. The Bowery begins at Chatham Square, and extends to the Cooper Institute, at the junction of Third and Fourth avenues. The Bowery Theatre is an object of interest, too. Scarcely any one would believe that this was once a fashionable theatre ; that Mulibran sang there ; that Gilfert was the manager ; and its boxes were thronged with the elite of New York, and the streets in that neighborhood with their carriages ! But that was forty years ago ! Some half a dozen theatres which have stood on this place have been burned. The present building has stood longer than any of its predecessors. Next door to the theatre is the Atlantic Garden, the great German lager-bier saloon of the city.

THE FIVE POINTS.

This chapter would hardly be complete without some directions by which a stranger, who was so inclined, might be able to see the lowest depths of the city without running much risk of either life or limb. To any one who has plenty of nerve, who is not sensitive to offensive smells, and who wishes to see the foulest and most repulsive sights, we advise that he make up a party, and get his landlord or some friend to secure the services of a policeman for the night, who is accustomed to go on these expeditions. Before going out, empty your pockets of everything valuable, and take a bottle of smelling-salts with you. Tell your policeman where you want to go and what you desire to see. If you have read Dickens's American Notes, you will have some idea of what is before you ; if you have not, you will, probably, after you have been through, around and under the Five Points at night.

SOME OLD DOWN-TOWN STREETS.

In 1661 the northern boundary of the settlement that has since become New York City was what we call Wall street. A stockade had, up to that time, served as a protection against attacks by the Indians ; but in 1661 it was decided that the stockade should be replaced by a substantial stone-wall, which should in time surround the city. To this end "the commander of each North River yacht" was required, "in lieu of wharfage, to make one or two voyages to Tappan for stone." Hence came the name of Wall street.

Water, Front and South streets have each, in turn, been the water front on the East River side. Broad street from the river to Beaver street, was formerly a marsh. Dykes were constructed and piles driven in great numbers, until the region became solid land. Nassau street was laid out in 1700, and was for a time known as "the street that runs by the pye woman's to the commons of the city." Broadway was originally known as the Great Highway ; in 1656, "De Haese street ; in 1664, the "Heeseweg ;" and in 1670, the "Broad Wagon Way," and then Broadway.

Broadway, as well as the less important thoroughfares, was unpaved until 1770. Brick sidewalks were then introduced, with planking for curbs.

Gov. Peter Stuyvesant's suburban residence was called his "Bonweria." It was situated on the "high road to Boston." On the maps published in 1766 this road was called Bowery Lane, and in 1806 it was famous as the Bowery Road. The estates of the De Lanceys and the broad lands of the Rutgers, the Bayards, and the Van Cortlands bordered on the Bowery. Each of these names is perpetuated by the streets that have been built on the old homestead farms.

Tradition says that Maiden Lane was, in the times of the Dutch settlements, a by-way through which the dairy maids drove their cows to the pasture, and hence it became known as "the maiden's path ;" and that Coenties Slip was then Countess Slip, so called after the Countess Bellamont. Cliff street was formerly a part of the Vandercliff orchard, and was laid out as a street or avenue in 1700 ; the name being inherited from Dirck Vandercliff, "who occupied a small building in Wall Street."

Gold street is named after Golden Hill, a part of which was Vandercliff's estate, that name being applied to it as early as 1791.

John street was named after John Harpending, who emigrated to New Amsterdam in 1660. John was a member of the St. Crispin Association, with an establishment on Broadway, near Maiden Lane. He died in 1723, leaving much wealth in the form of real estate, a part of which he bequeathed to the Reformed North Dutch Church.

The Battery and Whitehall street, it is said, received their designation from the Whitehall battery of fifteen guns, placed at the extreme south end of the island in 1695. Bowling Green was, in the early days of the settlement, a resort for pastimes.

Warren street was originally, as a part of King's Farm, held by Trinity Church. It received its name from Sir Peter Warren, a British captain of the naval station.

Vesey and Barclay streets were so called after two of the early rectors of Trinity Church.

Cortland street was territory ceded by the Van Cortlandts to the city.

Chatham street was, by ordinance, named after Lord Chatham. Willett and Sheriff streets are complimentary names for Marinus Willett, formerly Sheriff, and Mayor in 1807.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

R. R. McBURNEY, Sec'y. WILLIAM E. DODGE, Jr., Pres't.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION of the city of New York was founded in the year 1852. The building it now occupies was erected in 1889, at a cost of \$435,000.

The Association seeks to accomplish the purposes of its organization by the employment of the following agencies, namely: Reading-Room; Library; Literary Society; Classes in French, German, Spanish, Writing, Book-keeping and Vocal Music; Gymnasium; Bowling-Alley; Paths; Lectures; Social Meetings and Entertainments; Bible Classes; Prayer-meetings; Service of Song, and Sermons to young men; by aiding in the selection of good boarding places; by assisting young men to obtain employment; by visiting and relieving those who are sick and in want; by introducing strangers to fit persons for friends and acquaintances, and to suitable Church connections, and by the use of other means, in harmony with the name it bears, that may tend to cheer and guide young men, especially such as come from country homes and foreign lands.

The rooms are open daily from 8 a. m. till 10 p. m. The Library, Parlors and Reception-room on Sundays, from 2 till 9½ p. m. A Conversational Bible Class, by Dr. Thomson, every Lord's day, at 5 o'clock, from Nov. 1st till June 1st, in Association Hall.

Tea at 6 o'clock, for members remaining to evening service.

A Service of Song, led by cornet and organ, every Sunday evening, at 7½ o'clock, followed by a short Address to young men, with brief Prayer-meeting at the close.

Secretary's Bible Class, 8 o'clock. Tuesday evening, from Nov. 1st till June 1st, and on Sunday, at 5 o'clock, from June 1st to Nov. 1st.

The Weekly Social Religious Meetings for young men, Thursday evening, 8 o'clock, and Saturday evening, 9 o'clock, in the Parlors.

Union Prayer Meetings for all classes every day, at 4 o'clock, in the Lecture Room. Family Prayers by the Reception Committee, every evening, at a quarter to 10 o'clock.

The Literary Society meets in the Lecture Room, Tuesday evening, 8 o'clock. The public is cordially invited.

HARLEM BRANCH, 2291 Third Avenue.

YORKVILLE BRANCH, 86th St., cor. Third Ave.

BOWERY BRANCH, 134 Bowery.

Any young man desiring to connect himself with the Association may be admitted to Associate Membership by the Secretary, upon the presentation of satisfactory evidence that the applicant is a person of good moral character.

By the payment of five dollars annually, in advance, a member has the use of the Reading Room and Library, the Gymnasium and Bowling Alleys, a seat at the Evening Classes in German, French, Spanish, Book-keeping, Penmanship, Vocal Music and Gymnastics, and admission for himself, with the privilege of bringing a lady without charge, to the Members' Reception every month, and the Members' Lectures on Friday evenings.

Young men coming to the city as strangers are cordially invited to the rooms, the privileges of the Reading Room and Library will be granted upon application to the Secretary.

THE BROOKLYN BRIDGE.

This Bridge, connecting the cities of New York and Brooklyn, is now under construction, and when completed will be one of the engineering marvels of the age. The East River will be crossed by a single span 1,595½ feet long, which will be the longest ever suspended. Height of each tower 278 feet above high water; from high water to roadway 120 feet; high water to center of span 155½ feet; from roadway to top 158 feet. The single span will be suspended by 4 cables each of 16 inches diameter. The approach on the New York side, commencing near the City Hall, is 2,492½ feet, and on the Brooklyn side 1,901 feet. Total length 5,989 feet; width of bridge in centre 85 feet, with tracks for steam cars, roadway for carriages, walks for foot passengers, and an elevated promenade commanding a view of extraordinary beauty and extent. Cost about \$12,000,000.

The imposing appearance of this magnificent structure, rising gradually above the two cities, is the first object that meets the view of those approaching New York by water.

CHAPTER IV.

PUBLIC PARKS AND SQUARES.

The Central Park. The Battery. The Bowling Green. The City Hall Park. Washington Square. Tompkins Square. Union Square. Madison Square. Mount Morris Square.

THE CENTRAL PARK.

If that object be entitled to be called the most attractive which has the most visitors, Central Park may be fairly pronounced New York City's chiefest attraction.

It is centrally located on the island; being bounded by 59th street on the south and 110th street on the north, by the 5th avenue on the east and the 8th avenue on the west. In form, it is an elongated parallelogram—about two and a

half miles in length, and half a mile in width. The southern boundary of the park is about the same distance from the Battery, as the northern is from the extreme northern point of the island ; to wit, about five and a half miles.

Access.—The Park is readily accessible from every portion of the city ; having several gates of entrance at each end, as well as along its sides.

The Eighth avenue street cars will drop visitors at the south-west corner of the Park, which is an entrance for pedestrians, equestrians, or carriages. These cars also stop at all the entrances on the West Side of the Park. The Sixth Avenue Street Cars run to the Fifty-Ninth Street Gate, which is an Entrance for Pedestrians and Equestrians.

The Broadway street cars will drop passengers at the 7th avenue gate, which is for pedestrians only. The Belt Line street cars drop visitors at either of these 59th street gates.

The principal carriage entrance is at 59th street and Fifth avenue ; the entrance gates on this avenue are most easily reached from the Third avenue street cars. The gates are at 72d, 79th, 90th, 96th, 102d and 110th streets ; the last is the carriage entrance from the north-east.

The fare on all these street cars to 59th street is five cents ; on the Eighth avenue line, above 59th street, to 72d street, eight cents ; above that, 10 cents ; and on Third avenue line above 65th street, 6 cents.

Having landed at either of these entrances, the visitor has three different ways before him to see the Park. He may, if a good walker and have the time, see it best on foot. If he would ride, and at the same time study economy, he may get into one of the Park carriages, which will be found at the south-west corner of the Park at Eighth avenue, and, for 25 cents, he will be carried the whole circuit of the Park to the starting place. We would recommend him, however, to be let out of the carriage on the west side of the Ramble, which he may then visit ; after which he can go to the Terrace by way of the Lake, and then on by way of the Mall to any one of the 59th street gates. This would, however, give but a limited idea of the many attractions of the Park, as he will readily discover, if he will buy a park guide (Miller's is probably the best), before he goes there. The third plan is, to take a carriage from your hotel, or hire one at some of the gates, when as much time may be given to the excursion as the visitor pleases—but, bear in mind that, to see many of the most interesting things in the Park, one must spend a great deal of time on his feet.

The total area of the Park is	862 acres
Length of carriage drives, completed.....	9½ miles
“ bridle roads “	5½ “
“ walks “	28 “

The most interesting portion of the Park to many visitors will be the Ramble, which can only be seen while on foot. Then, there are the Terrace, the Mall, the Central Lake, the Museum, the Zoological Garden, the Reservoirs, the Belvedere, the Bridges, etc., etc.; all objects of interest. The skating season, which begins about Christmas, but is of uncertain duration, is a favorite time for many people to visit the Park. Visitors must bear in mind that the scenes change every month—that the flowers and foliage of June give place to those of later dates; and, if they would see all there is to be seen in the Park, they must visit it frequently and at different seasons of the year.

The plan of our Guide Book does not admit of a description of the various interesting objects to be seen in the Park. To point out and describe them would require a volume larger than we propose to make. Our task is done when we give the location, means of access, and advise how best to see it.

Museum of Natural History.

This superb building, now being erected in the Central Park, is rapidly approaching completion. Its cost is to a great extent defrayed by certain public spirited citizens who have said very little about the work, and shunned all clap-trap methods of attracting attention to it. In the richness and variety of collections which it is intended to contain it will in time rival the British Museum. The nucleus of a Museum is already to be found in the rooms of the old Arsenal Building in the Park, in the Metropolitan Museum on 14th street, near 6th avenue, and in other scattered collections, which will find a place in the new building as soon as it is completed. The collections will not be limited to the single department of natural history, but will include antiquities and other objects of scientific interest. Valuable remnants of the extinct Aztec, Toltec, and other races which once ruled from the valley of the Ohio to the Isthmus of Darien, will illustrate the archeology of America. The ethnological collection exhibited at present in the old Arsenal, is the finest and most complete in this country, and will prove not the least interesting of the many departments to be embraced by the Museum. This noble enterprise is

destined before many years to be the future home of a great scientific University, in which all science will be taught by the aid of facilities which no European capital can command.

THE BATTERY.

The old New Yorker who remembers the Battery fifty years ago, when around it were congregated the most fashionable residences and the wealthiest people of the city—when it was the great fashionable promenade and flirting ground—will scarcely recognize it in its present guise. Fashion deserted it many years ago, and the once elegant residences of New York City's millionaires are now nearly all turned into stores and emigrant boarding houses. Castle Garden has become the emigrant landing place. The Battery, in its natural advantages, has attractions as a place of recreation unsurpassed, probably, by those of any similar public place in the world. The magnificent view of the harbor, always alive with the movement of ships and steamers, and the scenery of its surrounding shores, with the fresh invigorating sea breeze, combine to make it at once the most wholesome and the most inspiring means of bodily and mental refreshment within the immediate reach of our citizens. The Battery, with the improvements which have been put upon it, has been rendered a delightful place for the wearied toilers in its vicinity, and an attractive resort for the stranger. When the stranger is on the Battery, let him not forget to look at the house at the S. W. corner of Broadway and State street, called now the Washington Hotel. This, in Revolutionary times, was the Kennedy House, where Washington and Lee had their headquarters, and is one of the very few houses left in the city which can date so far back as the days of the Revolution.

THE BOWLING GREEN.

This spot has always been a prominent point of interest to the New Yorker as well as to the stranger visitor. Here, in 1780, was erected an equestrian statue of George III, made of lead; a few years later soldiers and citizens joined in pulling it down, and the lead was run into bullets, which were used by the soldiers in the American army. The old railing around the Green, the gates and coping, etc., are kept in good repair as a relic of Revolutionary times.

THE CITY HALL PARK

Is becoming so encumbered with buildings that it requires some stretch of the imagination to call it a Park. The city hall, new court house, old court houses and record office we have already become familiar with, and now comes the new post office, which appropriates a large slice of the southern end of the Park. But with all these drawbacks the City Hall Park will always be an attractive point in the city.

WASHINGTON SQUARE

[Bounded by Macdougall street on the West, Waverley Place on the north, University Place on the east, and Fourth street on the south.]

Washington Square has an area of about ten acres. It was used, until within forty or fifty years, as a Potter's Field. In 1832 it was converted into a Park. It has long been a popular breathing place for the section of the city in which it is situated. It is surrounded by houses which were once considered elegant, and were occupied by the wealthy and fashionable people of the city; now they are rapidly coming into use for boarding houses; wealth and fashion having traveled further north.

Fifth avenue runs through this square, connecting with Laurens street on its side. On the east side of the Square the visitor will notice the N. Y. University, a very elegant marble building in the Gothic style, 180 feet by 100, completed in 1836.

TOMPKINS SQUARE

[Bounded by Avenue A on the west, Tenth street on the north, Avenue B on the east, and Seventh st. on the south.]

This Square is located in a thickly settled portion of the city, and is surrounded by densely occupied tenement houses. It has long been used as a parade ground by the First Division of militia, and the improvements made upon it are subordinate to this use. A new grass plot forty feet in width has been laid around the interior border, and within this a walk of twenty-five feet for promenading. On the outer side of this walk rows of deciduous trees have already been planted, interspersed with lamps, benches and settees, in order that persons may have places of rest to enjoy the reviews of the military or the promenade afforded by the walks. Deciduous trees have also been planted all around the Square;

the exterior sidewalk has been covered with asphalt pavement; two large public urinals, sufficiently protected by evergreens, have been placed in the Square, and two keepers' houses. Indeed, the whole place has been made inviting.

UNION SQUARE.

[Bounded by Broadway on the west, Seventeenth street on the north, Fourth avenue on the east, Fourteenth street on the south.]

The visitor will remark that all sorts of figures receive the name of Squares in the City of New York, and Union Square is no exception. This square is an oval in shape, and is one of the prettiest parks in the city. The statues of Washington and Lincoln are surrounded with handsome railings and ornamental lamps, and urns filled with flowers during the warm season, will be erected at short distances.

The statue of Washington at the south end of the square, which the visitor will not fail to remark, is the work of H. K. Brown. It is of a rich bronze, and weighs four tons, and is fourteen feet in height, standing on a pedestal of the same height, and is generally regarded as an admirable work of art. At the western angle of the square is a bronze statue of Mr. Lincoln.

MADISON SQUARE.

[Bounded by Broadway and Fifth avenue on the west, by Twenty-sixth street on the north, by Madison avenue on the east, and by Twenty-third street on the south.]

Under the new regime has been completely transformed. The railing has been taken away, and it remains open on all sides like Washington Square and the City Hall Park. Sufficient space has been taken off the Broadway and Fifth avenue sides of the square to widen those thoroughfares seventy-five feet. The sidewalk surrounding the Worth monument is in the form of a small circle, and seat room and shelter are provided for those who wish to rest there. Another small plot of ground just below the Worth monument, has been laid out and handsomely ornamented. The walks in the Square, while being so planned as to please the eye, by an apparent variety of serpentine windings, are yet so laid out as to give access in almost a straight line across the Square from the streets from one side to the other. The centre of the Square is laid out as a lawn, on which there is a handsome stand for the musicians. At each end of the square there is a new and beautiful fountain. There is a

“ladies cottage” erected in the northeastern corner, and all the conveniences found in the other Parks and Squares, will be found here. The Square will be thickly studded with the improved street lamps, like those used in Washington Square, and will be surrounded with trees.

On this Square stands the monument to Gen. Worth, above alluded to, erected by the city in 1857. The monument is four-sided, each side having inscriptions with bronze reliefs, in memory of the deceased. A handsome equestrian figure of the General, in high relief, with armorial insignia, may be seen on the southern side; and the names of several of the celebrated battle-fields in which the General distinguished himself; and on the other sides will be found the names of other battle-fields, date and place of the General's birth, etc.

MOUNT MORRIS SQUARE.

[Bounded by 124th street on the north, Madison avenue on the east, 120th street on the south, and by a street between Fifth and Sixth avenues on the west.]

This is the great Public Park of Harlem, and one of the most eligible locations on the island for capabilities of ornamentation. The roads rising far above the grades of the adjacent streets, make it an agreeable place of resort when the atmosphere is clear, and a walk up the hill is inviting. That portion of this Park on the grade of the surrounding streets is already completed, and is not inferior to any other Park in the city.

CHAPTER V.

PUBLIC BUILDINGS.

THE NEW POST OFFICE.

Of this architectural ornament to the city only a relative idea of the size can be arrived at by stating that it occupies twenty-one city lots, the frontage on Broadway is 340 feet, on Park Row 320 feet, the north, fronting the City Hall, 200 feet, and the south front 130 feet. This total frontage being equal to about forty city dwellings. It looms up grandly above the adjacent splendid buildings, its graceful facades and noble domes being plainly perceived from the river approaches to the city. To the stranger it is at once a marvel and a landmark, and certainly no building outside of the national capital can compare with it in stateliness, solidity and general architectural beauty. The general style is Doric, yet the upper portions can with propriety be called composite, the French prevailing. In the interior the cellars are vast crypts, used for the boilers, furnaces, storage of fuel and storerooms. The number of boilers are eight for heating and two for running the elevators. The basement is a vast single room of more than an acre in area. This is the general working room, where letters, papers and packages are sorted for the mails. Running from this subterranean beehive, ten elevators carry the letter freights of human love, anguish, wealth and business, to the first story. This immense room is partly surrounded by a lobby; it may be called the Post Office proper, where letters are to be received and delivered, the lobby being for the use of the public. About midway between the floor and the ceiling, or say at a height of fifteen feet, the main office is surrounded on the Broadway, Southwest and Park Row sides by a spacious gallery, accessible from the floor by convenient staircases. This gallery is used by postal clerks, its under side forming the ceiling of the lobby, which is about twenty feet in width.

The office is separated from the public by glass partitions extending to the bottom of the inner side of the gallery, and is provided with about six thousand lock boxes. In the

centre of the building there is an open triangular space covered with a glass roof, affording excellent light to all the departments. There are 8 public entrances—arched doorways 15 feet high—on the Broadway and Park Row side, besides the main entrance through the portico on the southwest side, which leads to the great vestibule. The road for mail wagons—the receipt and delivery of letter bags and packages—fronts the City Hall. It is forty feet wide.

There are no partition walls occurring in the lower section, the grand dome, the flooring above and the court-yard walls being supported by 107 massive columns, eighteen inches in diameter and thirty feet in length, the weight of each being six tons, while over these columns are placed girders made of triple rolled iron beams.

In the second story are the offices of the Postmaster, Assistant Postmaster, Auditor, Special Agents of the Department, with Money Order and Registered Letter Bureaus. The United States Courts are on the City Hall side of the second story, where are also the offices of the United States District Attorney, Circuit Court and Chambers. The dimensions of the District Court room are 36x58 feet, and Circuit Court room 40x63 feet, each having ceilings forty feet in height. In the third and fourth stories the criminal branch of the United States Court holds its sessions, and here the offices of the judges, district attorney, commissioners, clerks, marshals and officers connected with the United States Courts in this city are located. On the fourth story, on the northern or City Hall side, is the law library and several large rooms, the occupants of which are not yet designated. In the attic the records are arranged, and here also the janitors and watchmen live. In addition to the ten elevators running from the basement to the first floor, four will run from the cellar to the attic. Stairways lead to the domes, from which superb views of the harbor and surrounding country can be had.

The slating of the roof is a particularly satisfactory job, being executed in a superior and somewhat costly article of dressed slate, each slab of which is one-half-inch thick at the lower edge and one-quarter inch at the upper, and cut in octagon form at the corners. The slate on this roof weighs in the aggregate some 222 tons. The building is conceded to be the most perfect specimen of granite work in the Union.

About 350,000 cubic yards of granite, 20,000 yards of concrete, 45,000 barrels of cement, 16,000,000 bricks, and 9,500,000 pounds of iron have been used in the construction.

Assistant Postmaster Pearson has prepared a table showing that the number of letters received and forwarded through the New York Post Office in a day is estimated at 624,275, and the weight of the letters and of the printed matter, including newspapers, is computed at 5,860 tons, which is more than the entire weight of the freight that most express companies get in a year. The average number of letters daily mailed in the city is 259,976, and the number of letters received in transit is 19,273. Of newspapers, periodicals, books, and other printed matter, there is 103,100 pounds. There are 24,689 letters and 69 bags of printed matter received from other countries. The carriers deliver an average of 107,154 mail, and 67,035 city or drop letters a day, and the deliveries through the lock boxes are 71,435 mail, and 44,688 drop letters.

THE OLD POST-OFFICE.

This building is noteworthy simply for its history. It is the oldest church edifice now remaining in the city. It was formerly the Middle Dutch Church, and was erected before the Revolution. Portions of its interior woodwork and its steeple were brought from Holland. At the time of the Revolution it was on the extreme northern boundary of the city. When the British took possession of the city in 1776, they occupied it for a barracks for their soldiers. Afterwards it was converted into a hospital; finally the pews were removed and it was used for a riding school. It was again occupied as a church in 1790. It was purchased by the Government for a Post-Office in 1861.

It is located in Nassau street, east side, and covers the width of the block from Liberty to Cedar streets, and is one block east from Broadway.

U. S. TREASURY BUILDING.

Stands on the corner of Wall street and Nassau, extending through to Pine street, and was built for the Custom House. It occupies the site where the old Federal Hall originally stood, in the open gallery of which Gen. Washington was inaugurated first President of the United States.

The material of which this edifice is built is white marble, and the style of architecture is purely Doric, and is an imitation of the Pantheon at Athens. The building is in the form of a parallelogram, 200 feet long, and 90 feet wide; its height 80 feet. On Wall street is a portico with eight Doric columns

32 feet high and five feet ten inches in diameter, which is reached by a flight of eighteen granite steps. The rotunda is 60 feet in diameter, and is lighted from the dome which is supported by sixteen Corinthian columns, adorned with caps of exquisite workmanship. The roof is of granite. It may be seen from 10 A. M. to 3 P. M.

THE CUSTOM HOUSE.

The building now used for the Custom House was built for the Merchants' Exchange, and occupies the entire block between Wall, William and Hanover streets and Exchange Place. It is built of Quincy granite, and is fire proof. It is 200x171 feet, 77 feet to the cornice, and 125 feet to the top of the dome. In the portico which fronts on Wall street are 18 columns, 38 feet high, and 4 in diameter at their base. Each of the columns weighs nearly 45 tons. The rotunda is the principal room, and is in the centre of the building. Its diameter is 80 feet, and its height is the same. It is surmounted by a dome in which there is a large skylight rising from the centre, and resting on 8 fluted Corinthian columns of Italian marble, 41 feet high, and 5 feet in diameter. It is open to visitors from 10 A. M. to 3 P. M.

THE CITY HALL.

Stands nearly in the centre of the City Hall Park, facing the south. The front and the ends of the building are of white marble, the rear is of brown free-stone. The building is 216 feet long, 105 wide, and 65 high. Its style is a combination of three different orders of architecture; the Ionic, Corinthian and Composite. The building is crowned with a cupola which overlooks a large portion of the city. Near the top of which a four dial clock is kept, illuminated at night. The Mayor's office is in the southwest corner of this Hall, the Chambers of the Board of Aldermen, and other public offices occupying the rest of the building. The Governor's Room as it is called, will be a place of interest to many strangers, from the fact that it contains portraits of many distinguished statesmen and other public functionaries—of greater or less merit—and a desk on which Washington wrote his first message to Congress. The chairs used in the first Congress are in the Aldermanic Chamber, and the chair used by Washington when he was inaugurated first President of the United States is in the Mayor's office.

THE NEW COURT HOUSE

In the rear of the City Hall and fronting Chambers street stands the New Court House, though not finished, is so far completed as to be already in part occupied. It is the most expensive and altogether the most pretentious public building the city can boast. It is built of marble, with iron beams and supports, iron staircases, iron doors (outside), and black walnut doors (inside); the floors of the halls are tiled with marble, laid on iron beams, covered with concrete. The order of architecture is mainly Corinthian. The length of the building 250 feet, and the width 150 feet; the height to the top of the pediment is 97 feet, to the top of the dome when erected will be 225 feet. The dome when finished will resemble that of the Capitol at Washington. The portico on the front of the building on Chambers street will merit careful examination, as it is probably the best specimen of the kind of work in the country.

THE COOPER INSTITUTE

Is a large brown stone building, situated at the junction of Third and Fourth avenues, and occupies the entire block between those avenues, and Seventh and Eighth streets. It was erected by Mr. Peter Cooper, a merchant of this city, and devoted by him "to the moral, intellectual and physical improvement of his fellow-citizens, and dedicated to science and art." In the basement of the building is one of the largest public halls in the city, and the first and second stories are occupied for stores and offices, the rents from which, it is supposed, will be sufficient to meet the current expenses of the Institute. The third and upper stories are occupied for the Union or Institute. The third story is appropriated to an exhibition room, 125 feet long by 82 wide. In the fourth story is a series of galleries with alcoves for works of art. In the fifth story are lecture-rooms, and the library, which, with the reading-room attached, is entirely free, and has a very large number of regular readers. There is a *School of Design* for women in this Institute, and a school for instructing women in telegraphing, both of which are doing great good in the community.

THE NATIONAL ACADEMY OF DESIGN

Is on the N. W. corner of Twenty-Third street and Fourth avenue. It is a building which would attract the attention of the visitor were he to meet with it in any part of the world. The design of its exterior is said to be copied from an old Venetian palace, and is the only specimen of the style in the country. The building extends about 100 feet on Fourth avenue and 80 feet on Twenty-Third street. The main entrance is on Twenty-Third street. It is on a level with the second story, and is reached by a double flight of steps, which, by the skillful manipulation of the architect, have been made an ornament to the building. On entering, the visitor finds himself in a spacious hall, extending almost the whole length of the building. From this hall, the grand staircase leading to the exhibition rooms will be noticed as one of the most prominent features of the building. The third story, which is lighted from the roof, is entirely devoted to exhibition rooms. The wood-work used in the interior of the building is the various hard woods oiled and polished to show the natural grain and color of the woods. The pavement of the vestibule at the main entrance is of variegated marbles, and the floor of the great hall is laid in walnut and maple. The lower story walls are gray marble, with intervening courses of North River blue-stone; the entire elevation being thus variegated.

The regular exhibitions of the Academy are the Spring Exhibitions in the months of May and April, admitting original works of living artists never before exhibited in New York. The Academy maintains extensive Free Schools for the study of art. Admission 25 cents. Season Tickets one dollar. Catalogue 25 cents.

THE Y. M. C. ASSOCIATION BUILDING

Is on the S. W. corner of Fourth avenue and Twenty-Third street. It is quite an imposing edifice, and is a fine specimen of the *Renaissance* order of architecture. The first floor is occupied by stores; the second and third for purposes of the Young Men's Christian Association; a lecture room, library, and reading rooms, and the floor above these, for artists' studios. Strangers, especially young men, who may be staying in that part of the city, will find attractions in these rooms which render them an agreeable place in which to spend an evening.

THE GRAND CENTRAL PASSENGER DEPOT.

This magnificent structure, the largest of its kind, and incomparably the most elegant in the country, the most complete, and the best adapted for its purposes of any in the world, is a noble and fit monument to the foresight of its eminent projector, and is well worth a visit and careful inspection by any stranger.

The building extends from Forty-Second street to Forty-fifth street, 692 feet; and, from Fourth avenue to a new street on the west side, which runs from from Forty-second to Forty-fifth street, 240 feet, and has an average height of 60 feet. On these sides the walls are of brick, with iron trimmings. The Forty-fifth street front is cast-iron. The roof is wrought-iron, supported by semi-circular trusses 199 feet span, and has a clear height of 90 feet, covered with galvanized iron and glass. The building is in the *Renaissance* style of architecture, and is supplied with every necessary appointment. The arrival and departure of regular trains are about 140 per day.

The basement story is occupied by two large restaurants for gentlemen, and two for ladies and gentlemen; and has five large stores for general business purposes. The ground floor on the Forty-second street front is occupied by the New Haven Company for waiting and baggage-rooms; the side on the new street by the Harlem and Hudson River Companies for the same purposes; the trains entering at the Forty-fifth street front. The second story furnishes business offices for the three companies.

The car-house has capacity to contain 150 passenger-cars. Passengers for the trains are admitted by way of the waiting-rooms. The Fourth avenue horse-cars are admitted to the depot on the arrival of trains, for the accommodation of passengers. In each waiting room is a telegraph office and a newspaper stand, and all necessary convenience for the comfort of passengers.

The Metropolitan Police department have a regular station in this building.

GUIDE TO PROMINENT BUILDINGS,

- Academy of Design, 23d street, cor. Fourth Avenue.
 American Bible Society, 8th st., cor. Fourth and Third.
 American Tract Society, Nassau, cor. Spruce st.
 Board of Health Headquarters, 301 Moit st.
 County Court House, Chambers Street near Broadway.
 City Hall, opposite Murray st. and Broadway.
 Commissioners of Emigration, Castle Garden.
 Cotton Exchange, Hanover Square, cor. Pearl st.
 Custom House, on block fronting Wall street.
 Fire Department Headquarters, 127 Mercer st.
 Free Labor Bureau, 8 Clinton Place.
 Grocers' Exchange, Wall and Pearl sts.
 Hall of Records, City Hall Park.
 Hippodrome, 26th st. cor. Madison av.
 Masonic Temple, cor. 6th av. and 23d st.
 Metropolitan Museum of Art, 14th st., near 6th av.
 Morgue, foot of East 26th street.
 New Post-Office, Junction of Broadway and Park Row.
 Police Headquarters, 300 Mulberry st.
 Produce Exchange, Whitehall, cor. Water st.
 Stock Exchange, 13 Broad st.
 Stock and Real Estate Exchange, 111 Broadway.
 Tombs, on block fronting Centre st., cor. Franklin.
 Trinity Church, Broadway, head of Wall st.
 U. S. Treasury, (Assay Office, visitors admitted Wednesday,
 10 to 12 A. M.,) Wall st., cor. Nassau.
 Young Men's Christian Association, 23d st., cor. 4th av.

ASYLUMS AND HOMES.

- Ass'n for Improved Instruction of Deaf Mutes, 642 7th av.
 Colored Orphan, Boulevard, West 143d street.
 Babies' Home, 218 West 38th st.
 Baptist Home for the Friendless, 41 Grove st., East 68th st.
 Chapin Home for Aged and Infirm, Lexington av. & 60th st.
 Children's Aid Society, 19 East 4th st.
 Children's Fold, 437 East 58th st.
 Colored Home, foot 65th st., East River.
 Deaf and Dumb Asylum, 162d street.
 Emigrants' Hospital, Wards' Island.
 Female Christian Home, 314 East 15th st.
 Five Points House of Industry, 155 Worth st.
 Five Points Mission, 61 Park Street.

- Foundling Asylum, Lexington av. and 68th st.
 Hebrew Orphan Asylum, 77th st., near 3d av.
 Home for the Aged, 445 West 32d st.
 Home for Friendless, (Female and Children,) 32 E 30th st.
 Home for Aged and Infirm Hebrews, 63d st. near Lex. av.
 Home for Foundlings, 3 Washington Square.
 Home for Friendless Girls, 7th av. and 13th st.
 Home for Young Women, 27 Washington Square North.
 House of Mercy, Houston and Mulberry streets.
 House of Refuge, Randall's Island.
 Howard Mission, 40 New Bowery.
 Home for Aged and Infirm Deaf Mutes, 220 E. 13th street.
 Home for Aged of Church of Holy Communion, 330 6th ave
 Home or Female Department Prison Ass'n, 218 10th avenue
 Old Ladies' Home of M. E. Church, 255 W 42d st.
 Institution for Blind, cor. 9th av. and 34th st.
 Lying-In-Asylum, 85 Marion st.
 Leake & Waits' Orphan Home, cor. 9th avenue & 11th street
 Magdalena, cor. 86th st. and 5th av.
 Midnight Mission, 260 Greene st.
 New York Juvenile, 176th street, 10th avenue.
 Orphan, Bloomingdale Road, 73d st.
 Presbyterian Home for Aged Women, East 73d st.
 Protestant Half Orphan, 65 West 10th st.
 Protestant House of Mercy, foot West 86th st.
 Indigent Female Home, 226 East 20th st.
 Roman Catholic Orphan, (Girls,) Prince and Mott sts.
 Roman Catholic Orphan, (Boys,) 51st st. and 5th av.
 Sailors' Snug Harbor, Staten Island.
 St. Joseph's Home for the Aged, 209 West 15th st.
 St. Joseph's Orphan, 89th st. and Avenue A.
 St. Luke's Home for Indigent Christian Females, Madison av.
 St. Stephens Home, 138 East 28th st.
 Sheltering Arms, 10th av. and 129th street.
 Trinity Chapel Home for Aged Women, 207 West 27th st.

CLUBS.

- Army and Navy Club, 8 West 28th street.
 Manhattan Club, 96 Fifth Ave.
 Union League Club, Madison Ave. cor. East 26th street.
 Lotus Club,
 New York Yacht Club, cor. 27th Street and Madison Ave.
 Travelers' Club, 222 Fifth Ave.
 Arcadian Club, 146 Fifth Ave.

CHAPTER VI

PUBLIC WORKS.

The Croton Aqueduct. The High Bridge. The Old Receiving Reservoir. The New Receiving Reservoir. The Distributing Reservoir.

THE CROTON AQUEDUCT.

The Croton Aqueduct was designed to supply the City of New York with an abundance of pure and wholesome water. It commences about six miles above the mouth of the Croton river, where a dam has been constructed to elevate the water of the river forty feet, to the level of the head of the aqueduct, or one hundred and sixty-six feet above mean tide. The course of the aqueduct passes along the valley of the Croton to near its mouth, and thence into the valley of the Hudson. At eight miles from the Croton dam it reaches the village of Sing Sing and continues south through the villages of Tarrytown, Dobbs' Ferry, Hastings and Yonkers.

At the latter place it leaves the bank of the Hudson, crosses the valley of Sawmill river and Tibbits' brook, thence along the side of the ridge that bounds the southerly side of Tibbits' brook valley, to within three and a half miles of the Harlem river, where the high grounds of the Hudson fall away so much as to require the aqueduct to occupy the summit of the country lying between the Hudson and East Rivers.

This formation of country continues to and is terminated by the Harlem River, at the point where the aqueduct intersects it, which is one mile north-westerly from Macomb's Dam.

The length of the aqueduct, from the Croton dam to Harlem river, is 32.88 miles, for which distance it is an uninterrupted conduit of hydraulic stones and brick masonry. The high ground that bounds the northerly side of the Harlem river valley is very near the level of the aqueduct at that place, and the width of the valley at the aqueduct level is about 1,450 feet, or a little over one quarter of a mile, over which the High Bridge is built, at an elevation of 114 feet above the level of high tide in the Harlem river, on which iron pipes are laid to convey the water across the valley.

The shore on the southerly side of the river is a bold, pre-

craggy rock, rising at an angle of about 30 degrees, to a height of 220 feet, or about 100 feet above the level of the bottom of the aqueduct.

After crossing this valley, the aqueduct of masonry is resumed, and continued 2.015 miles, to the termination of the high ground on the north side of Manhattan valley.

This valley is : 792 mile wide at the level of the aqueduct, below which it descends 102 feet. The conduit of masonry here gives place to iron pipes, which descend into the bottom of the valley, and rise again to its proper level on the opposite side; from which point the masonry conduit is again resumed, and crossing the asylum ridge and Clendinning valley, is continued 2.173 miles, to the receiving reservoir at York Hill, now embraced within the Central Park.

In 1835 ground was first broken and the work of building this magnificent aqueduct was begun. It was completed in 1842, and cost over \$12,000,000. Besides supplying the city proper, Blackwell's Island is also supplied from this source. At the present time 85,000,000 gallons of water are delivered into the city by the aqueduct every day, which is about 85 gallons to each inhabitant.

THE HIGH BRIDGE.

This is a work every visitor to the city should find time to see. It may be reached by different routes. The pleasant but most expensive will be by private carriage by way of Central Park (route described in chapter on "Public Drives," p.—). A very pleasant route in the summer season is by the Harlem boats from Fulton slip or Peck slip to Harlem Bridge; thence by small steamer to High Bridge. Fare to Harlem 10 cents; thence to the Bridge — cents. Harlem may also be reached by the Second, Third and Eighth avenue horse cars. The sail up the Harlem river on the little steamer is a very charming one. The surrounding scenery is fine, and the Bridge is constantly in view. Arrived at the Bridge, good hotels and delightful walks and drives will be found. The Bridge is built of granite, and is 1,450 feet long, and rests upon semi-circular arches which are supported by fourteen piers of substantial masonry. Eight of these arches have a span of 80 feet and six of 50 feet. The height is 114 feet above the ordinary high-water line of the river. Between the parapets the water pipes, properly protected from frost, are laid, and over all is a magnificent promenade for pedestrians,

THE OLD RECEIVING RESERVOIR IN CENTRAL PARK.

This reservoir is 1,826 feet long and 836 feet wide, and including its embankment, contains 35.05 acres, and its area at the top-water line, 31 acres, divided into two divisions; the northern division is designed to contain 20 feet depth of water, and the southern 30 feet in depth. The reservoir has a capacity for 150,000,000 imperial gallons, is formed with earth banks, the interior having regular puddled walls to render them impervious to water; the outside protected by a stone wall, laid upon a slope of one horizontal to three vertical, the face laid in cement mortar and the inside dry; the inside is protected by a dry slops wall, laid on the face of the embankment, which slopes $1\frac{1}{2}$ horizontal to the vertical. The embankments are raised four feet above the top of water line, and are 18 feet wide on the top, excepting the high banks on the southern division and the western bank of the northern division, which are 21 feet wide. The greater part of the embankments for the northern division are of moderate height; but a portion of the eastern and western banks of the southern division are 38 feet high above their base. Vaults or brick archways are constructed, in which iron pipes are laid, so arranged that the pipes from the northern division connect with those from the southern division, and thence pass off to the distributing reservoir, and to supply the adjacent districts.

The main vault is on the eastern side; it is 540 feet long, and is 16 feet span; that on the western side is 450 feet in length, and 8 feet span; designed for supplying at a future day the districts on the North river side above Forty-second street.

THE NEW RECEIVING RESERVOIR IN CENTRAL PARK.

The new Reservoir is a vastly larger work than the old one, and was only completed in the autumn of 1861. The water was formally introduced April 19, 1862. It is north of the old Reservoir, and extends from 86th to 96th streets, and is of nearly the whole width of the park. The total area is 106 acres, and its capacity is one thousand millions of gallons.

THE DISTRIBUTING RESERVOIR.

This Reservoir is on the west side of Fifth avenue, extending from Fortieth to Forty-second streets. It is built in the Egyptian style of architecture with massive buttresses. Its

form is square, and it measures 420 feet on each side. It is an area of four acres, and like the Receiving Reservoir, is separated into two divisions. It occupies the highest ground in the vicinity, and is higher than any other part of the city south of it. It has an average elevation of 45 feet above the neighboring streets, and a capacity to contain 20,000,000 imperial gallons. It is designed for 26 feet of water, and when full will stand 115 feet above mean tide. The walls rise four feet above the water line. Upon the top is a fine promenade, to which the visitor will find ready access, and from which he will obtain a fine view of the city and surrounding country.

[The Fifth avenue and Fulton Ferry line of omnibuses pass the Reservoir every few minutes].

PLACES OF AMUSEMENT.

THE ACADEMY OF MUSIC.

(Cor. Fourteenth Street and Irving Place).

This is the home of the Opera. It is a large and unpretending building with an elegant interior. Here the famous singers of Europe have achieved their greatest triumphs, and if the financial results have been disastrous to the managers, as too often has been the case, the failures have been brilliant as well as undeserved. On opera nights, when the beauty and fashion of New York, blazing with diamonds and robed in magnificent costumes, assemble to grace the occasion, the Academy presents a scene of dazzling splendor which words fail to describe.

Access.—It is one block east of Fourth avenue, on which there is a line of horse cars and an omnibus line; and one block west of the Third avenue cars. A cross-town horse car line passes the door.

ADMISSION varies with the attraction, from one dollar to one hundred dollars.

BOOTH'S THEATRE

(Cor. Sixth Avenue and Twenty-third Street).

This theatre is one of the architectural ornaments of the city; and, taken as a whole in all its appointments, it is the most elegant and the best contrived theatre in the whole country. Its two fronts are built of New Hampshire granite, and the edifice is in the Renaissance style of architecture. The front on Twenty-third street is 150 feet; on the avenue, 100; and the height is 95 feet. The stage is 75x55 feet. On the Twenty-third street front are three large doors which can be instantly opened in case of fire, affording ample facility for emptying the house of spectators in five minutes. Shakspearian plays and spectacular productions by the leading stars.

Access.—The Sixth avenue cars, and the Broadway and 23d street line of omnibuses pass the theatre every few minutes.

Admission, \$1.00; reserved seats, \$1.50; family circle, 30c.

THE GRAND OPERA HOUSE.

Corner Eighth Avenue and Twenty-third Street.

This is an elegant and imposing edifice in the Italian style of architecture. Its two fronts are of white marble--that on the avenue is 115 feet in length--the one on Twenty-third street is 100 feet. The building seen from the street, however, is not the theatre; that is a separate building in the rear, to which the other supplies means of ingress and egress. The main entrance is on the avenue; it is spacious and leads by a grand stairway to an immense vestibule, from which smaller stairways lead directly into the theatre. The interior is very handsome, and is admirably arranged with capacity to seat a very large audience. The stage is unusually large, and is provided with all the appliances for the production of showy spectacles; here the romantic Jim Fisk humored his managerial fancies.

WALLACK'S THEATRE,

(Cor. Broadway and Thirteenth Street),

Is the home of standard comedy. For years this theatre has been the favorite resort of refinement and fashion, and this is due to the conscientious manner in which Mr. Lester Wallack presents his plays, together with his superb acting and that of his exceptionally strong stock company. The works of the best known English dramatists--old and modern--are made familiar to American audiences. Visitors are always certain of passing an enjoyable evening at this resort which for many years has been the pride of New Yorkers.

Access.—The Broadway and Fourth avenue, and the Broadway and 23d street lines of omnibuses pass the door; and the Fourth avenue and the University Place lines of cars pass within one block of the theatre.

Admission, \$1; stalls, \$1.50; family circle, 50c.

LYCEUM THEATRE.

(Fourteenth Street, cor. Sixth Avenue).

Was originally the French theatre, and is fitted up in first-class order; here it was that opera bouffe was first introduced to our citizens, and where it has since found a home.

Access.—The Sixth avenue line of cars and the Broadway and Fifth avenue line of omnibuses, pass the corner of the streets near the theatre.

FIFTH AVENUE THEATRE.

(Twenty-eight Street and Broadway).

This handsome theatre is celebrated for its original plays, its sumptuous stage decorations and its strong stock company. Its elegant interior, breathing the very atmosphere of refinement, is not surpassed by any theatre in the country.

Access. — Broadway and University Place cars, and 42d st. and Grand street ferry cars, and the Broadway and Fifth avenue omnibuses pass the corner.

ADMISSION, \$1 ; reserved seats, \$1.50 ; family circle, 50c.

UNION SQUARE THEATRE.

(Cor. Broadway and Fourteenth Street).

This theatre is located on the sight of the Union Place Hotel. The position is an admirable one for a theatre ; very central, and readily accessible by horse cars and omnibuses from any part of the city. The interior is very elegant and commodious, and is one of the most popular resorts in the city.

Access. — The Broadway, Fourth and Fifth avenue, and 23d street line of omnibuses pass the door ; and the Fourth avenue and 42d street, Broadway and University Place, and Grand street ferry line cars pass very near the door.

ADMISSION, from 50c. to \$1.50

NIBLO'S GARDEN.

(Broadway, bet. Prince and Houston Streets).

A large, elegant and well-contrived theatre ; generally considered complete in every particular. Entrance through the Metropolitan Hotel Building.

Access. — All the Broadway lines of omnibuses pass the door, and the Bleecker street cars will leave passengers at the corner of Prince and Crosby streets.

PARK THEATRE.

(Broadway, between 21st and 22d Streets).

This experiment for public patronage has hardly developed sufficiently for comment.

Access. — The Broadway, the 42d street and the 23d street lines of cars and the Ninth avenue and Madison avenue omnibuses,

THE OLYMPIC.

(Broadway, between Houston and Bleecker Sts.—East Side).

This theatre was known as "Laura Keane's," but it has borne its present name for several years. Under its present management it is celebrated for its burlesques and variety entertainments.

Access.—All the Broadway omnibuses pass the door, and the Bleecker street line of cars passes the corner above.

ADMISSION, 75c.; reserved seats, \$1; family circle, 50c.

THE BOWERY THEATRE,

(Bowery [West Side], bet. Bayard and Canal Streets).

This is now the oldest theatre in the city. The first theatre built on this sight nearly fifty years ago, was destroyed by fire, and a similar fate has happened to some half dozen of its successors. It is one of the sights a stranger should see, who wants to see life in New York in all its curious phases.

Access.—The Second avenue, the Third avenue, and the yellow Bleecker street lines of cars pass the doors.

ADMISSION, from 20c. to 75c.

THE STADT THEATRE (German).

(Bowery [East Side], bet. Bayard and Canal streets).

This is the German Theatre of the city. It is nearly opposite the Bowery Theatre. It has a very large and well-adapted interior.

Access.—The Second avenue, the Third avenue, and the Bleecker street yellow lines of cars pass the doors.

ADMISSION, from 10c. to \$3.

GERMANIA THEATRE.

(Fourteenth Street, Tammany Hall).

Access.—Third avenue, Fourth avenue, and 42d street lines of cars pass the door.

CENTENNIAL THEATRE.—Variety Entertainment.

(Formerly Theatre Comique), 514 Broadway.

Access.—All the Broadway omnibuses pass the door.

ADMISSION, 50c. and \$1.

THE GLOBE.

(Broadway, bet. Fourth Street and Astor Place).

Variety shows are the order here at present. The building was formerly the Church of the Messiah (Dr. Osgood's).

Access.—All the Broadway stages pass the door.

ADMISSION, 20c., 30c., and 50c.

TONY PASTOR'S NEW THEATRE—Varieties.

(585 Broadway).

The home of the genial and original comedian and comic vocalist. The elegance of first-class variety entertainment is to be found at this establishment.

Access.—All the Broadway omnibuses pass the door.

23d STREET THEATRE—LATE BRYANTS.

(23d Street and 6th avenue).

Access.—Sixth avenue and 23d street cars, and Broadway and 23d street omnibuses.

ADMISSION, 50c. and \$1.

SAN FRANCISCO MINSTRELS.

(Broadway, cor. 29th Street).

Access.—Broadway and University Place cars.

WOOD'S MUSEUM.

(Broadway, cor. 30th Street).

Museum and Theatre. A favorite family resort.

Access.—Broadway, 42d street and 6th avenue cars.

ADMISSION, 30c. to \$1.

TIVOLI THEATRE.

(Eighth Street, bet. Second and Third avenues).

Varieties and Concert Hall.

Access.—Second and Third avenue cars.

EAGLE THEATRE—Varieties.

(Broadway and 32d Street).

Access.—Sixth avenue and Broadway lines of cars.

PARISIAN VARIETIES.

(On Sixteenth Street, near Union Square).

Access.—Broadway cars and Broadway omnibuses.

THIRD AVENUE THEATRE—Varieties.

(Third avenue, bet. 32d and 33d Street).

Access.—Third avenue cars ; Second avenue cars go within one block.

34th STREET OPERA HOUSE—Varieties.

(Thirty-fourth street, between 2d and 3d avenues).

Access.—3d avenue, 4th avenue, and 2d avenue cars.

STEINWAY HALL.

(Fourteenth Street, bet. Irving Place and 4th Avenue).

Access.—4th avenue cars and cross-town—green line.

CHICKERING HALL.

(Fifth avenue and 18th Street).

Access.—Fifth avenue omnibuses.

THE HIPPODROME

(26th Street and 4th avenue).

Access.—Fourth avenue cars, and Broadway and Madison avenue omnibuses.

ASSOCIATION HALL.

(Y. M. Christian Association Building, 23d street and 4th av).

Reading, Lectures, &c.

SEA SIDE RESORTS.

New York is the centre of a near system of grand summer resorts. Long Island, New Jersey, Staten Island and Connecticut furnish cool and inviting retreats, where the pure air, surf bathing, boating, fishing, sailing, &c., are unsurpassed. They are of easy access by rail and steamboat, the majority of them being not over fifty miles from the metropolis.

LONG BRANCH.

Of this fashionable watering place little need be said. It is too well known to justify any extended description. Its easy access to the city has made Long Branch the favorite summer resort of wealthy New Yorkers, who are enabled to attend to business through the day in the city, and to pleasure and fashionable dissipation at the sea side during the evening and night. It has many large and first-class hotels where board can be had at from 2 to \$4 per day, and 14 to \$40 per week, according to location and convenience. It is reached by boat from pier 8, North River, and by railroad foot of Liberty street. Visitors can go to the Branch in the morning and return to the city in the afternoon or evening. Fare, by boat, \$1 each way.

JAMAICA, L. I.

Of the many near-by resorts on Long Island, none can offer better facilities or inducements for summer recreation than Jamaica. It is distant only ten miles from Brooklyn, E. D., and is reached by the Southern and Long Island Railroads. Rates for the round trip thirty-five cents, single fare twenty cents. Commutation for three months, \$20. The town is situated in a fine rolling country, has many handsome villas, surrounded by gardens and shade trees, which can be rented cheaply. There are numerous boarding houses and three or four hotels, where board can be had at from \$8 to \$14 per week. Many New Yorkers reside here all the year round, and many more locate here for the summer months. Its close proximity to the city will always command for Jamaica a large patronage from citizens and strangers in the summer months.

ROCKAWAY, LONG ISLAND,

is one of the chief resorts of those who appreciate good fishing, surf bathing, and invigorating ocean breezes. It is distant from New York nineteen miles by the Long Island Railroad and twenty-two by the Southern Railroad. It contains about thirty hotels, some of which are first-class, and a sufficient number of boarding houses to accommodate 10,000 visitors. Board at hotels \$15 to \$25 per week, and at the boarding houses for from \$10 to \$15. Excursion tickets good for three days are issued to go and return at seventy-five cents. Trains run to and from the place every hour, while the facilities for reaching it by water are ample. Boats run from different localities and from both sides of the city. (See advertisements).

CONEY ISLAND.

This will ever continue to be a favorite resort with New Yorkers. It has every advantage in the way of facility of communication with the city, surf bathing, clams, &c., and its beach is the finest and safest on the coast. There are many hotels to accommodate the multitudes who go merely to enjoy a few hours' relaxation in the surf, and to devour the roast clams for which this place is famous. A favorite way of reaching Coney Island is by street cars from Fulton Ferry, Brooklyn, to Greenwood, thence by steam railroad to the beach. Another way is by steamboat (See Advertisement).

WOODSBURG, L. I.,

is a pretty little village, located near the sea, and has excellent advantages for still or surf bathing, fishing and hunting. It is about fifteen miles from the city, and is reached by the Southern Long Island Railroad. Board at the hotel about \$3 per day, or \$18 per week, and at private houses, well shaded and ornamented with gardens, for \$12 per week. It is a delightful place for children, who can romp in the groves or play upon the beach as they wish.

BABYLON, L. I.,

is distant from New York, by the Southern Railroad, one hour and forty minutes. It is on the eastern end of South Oyster Bay and directly opposite Fire Island, Oak Island Beach and Jones' Beach. Bathing, fishing, hunting, and yachting are among the pleasures to be had here. Board at hotels from \$12 to \$18 per week.

BRESLAU, L. I.

A town of many attractions for visitors, is well supplied with boarding houses, a good hotel, and, being on the line of the South Side Railroad, can be reached in about an hour and a half. Many of the wealthy Germans of New York seek rest and quiet here for themselves and families. Board ranges from \$8 to \$12 per week. Being situated on South Oyster Bay, boating, fishing, shooting and bathing can be enjoyed to the fullest extent.

AMITYVILLE, L. I.,

is another pretty village, on the Southern Railroad, an hour and fifteen minutes from Williamsburgh. Good board, with all the comforts of village life and quietude, still and surf bathing, boating and fishing, can be had here for from \$8 to \$12 per week. The view from this place is very fine, as it is situated close by the great South Bay.

ROCKVILLE CENTRE, L. I.

This little village is situated in a pleasant portion of Long Island. It has a good hotel and a number of excellent boarding houses. Being in the centre of a fine farming country, vegetables, eggs, and all the products of the farm and dairy can be had by visitors fresh and perfect.

FIRE ISLAND.

has long been one of the most popular resorts for New Yorkers. Surf bathing, fine fishing, and every facility for boating can be found here. Is reached by boat from Pier 8, North River, (See advertisements).

CANARSIE, L. I.,

is situated on Jamaica Bay, and is reached by street cars from Brooklyn or boat (See advertisements). It is a great point for fishing, boating, and clamhaking.

CHAPTER IX.

DRIVES.

To Jerome Park. To Kingsbridge. To Fordham. To Greenwood Cemetery. To Coney Island. To Staten Island.

For the great majority of travelers it would be unnecessary to give the drives described in this chapter. Central Park will afford driving ground enough. But occasionally a stranger would like to take a longer drive and to see more of the surrounding country. For the benefit of such strangers, therefore, we give here several routes which are the favorites with those who keep good teams, and are fond of long drives.

TO JEROME PARK.

Assuming a convenient point of departure, say corner of Fourteenth street and Fifth avenue, you drive by way of the avenue to Central Park; there take the east side drive to Sixth avenue, to 125th street, to Harlem Bridge; cross the bridge, turn to the right to the Southern Boulevard and on to Fordham and Jerome Park. 12 miles.

RETURN. By Central avenue and High Bridge street to High Bridge; then back to Central avenue to Macomb's Dam and by the lane to Eighth avenue, to St. Nicholas avenue, to Seventh avenue and to Central Park, and by the west side drive to Fifth avenue and Fourteenth street.

TO KINGSBRIDGE.

By same route as the first to and through the Park, then to St. Nicholas avenue, to West side Boulevard or through Manhattanville, Carmansville, Fort Washington to Spuyten Dayvil and to Kingsbridge. 12 miles.

RETURN. Cross Kingsbridge and on by Central avenue as per route 1.

To Central Park and through it as in route 1, to St. Nicholas avenue, to Sixth avenue, to 125th street and to Harlem Bridge. Cross the bridge and go on by the old Boston post road via Melrose, and Tremont to Fordham.

RETURN. By the same route.

TO GREENWOOD CEMETERY.

[Tickets of admission can be obtained at the office of the Cemetery Company, 30 Broadway, free of charge.]

Cross the South Ferry to Brooklyn, up Atlantic avenue, which is paved with wood, to Fourth avenue which is macadamised, to 24th or 25th streets, then turn to the left and you will see the entrance gate. Several hours will be occupied with the drive inside the cemetery, if the stranger desires to see all the works of art and the fine scenery of the place.

RETURN. Pass out of the cemetery by the gate back to Fourth avenue, to Fifteenth street, to Ninth avenue, to the gate. Enter Prospect Park, and through the Park out by the Flatbush avenue gate, down the avenue to Livingston street, through that street to Clinton street, to Jerolamen street, to Henry street, to Fulton street, to the ferry.

TO CONEY ISLAND.

Cross the Fulton ferry and up Henry street to Jerolamen, to Clinton, to Schermerhorn or Livingston, to Flatbush avenue, to the main entrance of Prospect Park; through the Park by main drive, to new Boulevard, thence by the Coney Island Road to the Island.

RETURN. By way of Bath, Fort Hamilton and Shore Road to Bay Ridge, to Fourth avenue, to Atlantic avenue, to the ferry.

TO STATEN ISLAND.

The finest drives around the city perhaps, are on Staten Island. Nowhere else is there such variety in the scenery, nowhere else are there more elegant and expensive residences. The following will be found a delightful drive, and the visitor who drives out there once will probably not need urging to go again:

Leave the city by the North Shore Ferry, at Pier 19, N. R., land at New Brighton, or at West N. Brighton; take Richmond terrace to Davis or Bard avenue, to Castleton avenue, to Serpentine road; cross Richmond Road at Silver Lake, follow Serpentine Road to Ocean View; passing the residences of Geo. Law, W. B. Duncan, E. Cunard, Dutihl, Brown, Jacob Vanderbilt and Van Duzer to Clove Road, follow Clove Road to Vanderbilt avenue, to Clifton, to Vanderbilt Landing, and then take the other ferry to the city, landing at Whitehall.

CHAPTER X.

THE PUBLIC MARKETS.

With one exception, the Public Markets of the city have nothing externally to please the eye of the stranger ; and in this respect they will not compare with those of Boston and Philadelphia. The latter city is particularly noted for its market buildings. They are handsome and substantial structures of brick and iron ; but from their general similarity in design—one being the exact counterpart of the other—they become wearying and monotonous to inspection, and perhaps from this cause no lasting impression of their beauty is retained by the visitor. The principal markets of New York—the Washington and Fulton—originally built many years ago, have had additions constructed to them from time to time, as the wants of the public have increased, until they now present a picturesque view of incongruously attached buildings thoroughly indicative of the democratic peculiarities of this metropolis. Nothing in the way of architectural symmetry or appearance has been thought of in their construction. The great amount of business which is daily and nightly transacted in the Washington Market particularly, absolutely leaves no time for improvement or ornamentation. But if their exteriors fail to please, their interiors will afford a panoramic exhibition of the greatest interest. In the Washington Market huge sides of prize beef ; mountains of poultry, cheese and eggs ; an almost illimitable amount of mutton, and proportionate quantities of hundreds of other things greet the eye in every direction. Add to this the constantly surging mass of many thousands of men, women and children, the crush, noise and confusion of the vast army of purchasers, the stalwart butchers in snowy aprons and ruddy cheeks, many of them giving evidence of prosperity by shirt-fronts blazing with diamonds, the shouts and cries of the stall-keepers, and you have a scene which no city in the world can equal. If the visitor should be interested in farm produce, and would like to see such quantities of it as he probably never dreamed of, he is recommended to rise early some morning and go down to Washington Market. Go all through the regular and outside markets ; then go around the intersecting streets for half a mile each way and count, if he can,

the farmers wagons he will find there, loaded down with produce, then let him calculate the quantity, and imagine where there are people enough to eat it all. In fact, this market with its contents conveys an idea of the *immensity of quantity*, and no other evidence is requisite to corroborate this assertion than the statement that the business transactions during a year amount to the enormous sum of *one hundred millions of dollars!*

Vesey street, the principal thoroughfare from Broadway to Washington Market, is noted as being the location of the principal retail tea trade of New York.

The city markets are located as follows :

1. WASHINGTON MARKET, where a vast deal more produce is sold than any where else in the city, is on North River, at the foot of Vesey and Fulton streets.
2. FULTON MARKET is on East River at the foot of Fulton and Beekman streets.
3. CATHERINE MARKET is on the East River at the foot of Catharine street.
4. CENTRE MARKET is on the block bounded by Grand, Centre, Broome and Baxter streets.
5. ESSEX MARKET is on Grand and Ludlow streets.
6. TOMPHINS MARKET is on Third avenue, East side, extending from 6th to 7th street.
7. JEFFERSON MARKET is at the junction of Sixth and Greenwich avenues.
8. CLINTON MARKET is on North River, foot of Canal and Spring streets.
9. FRANKLIN MARKET is on East River at Old Slip.
10. UNION MARKET is at the junction of Second and Houston streets.
11. GOUVERNEUR MARKET is on East River, corner of Water and Gouverneur streets.

INTERNAL REVENUE DISTRICTS AND OFFICERS.

NEW YORK.

SECOND DISTRICT.—3d, 5th, 6th, 8th, 9th, 15th and 16th Wards. MAX WEBER, Collector—Office, 395 Canal St.

THIRD DISTRICT.—7th, 10th, 11th, 13th, 14th and 17th Wards. MORRIS FREIDSAM, Collector—Office, 7th Street and 3d Avenue.

FOURTH DISTRICT.—12th, 18th, 19th, 20th, 21st, 22d, 23d, 24th Wards; also, Ward's, Randall's and Blackwell's Islands. C. R. COSTER, Collector—Office, No. 927 Broadway.

TWENTY-THIRD DISTRICT.—1st, 2d and 4th Wards. MARSHALL B. BLAKE, Collector—Office, 83 Cedar St.

SUPERVISOR OF INTERNAL REVENUE.—LUCIEN HAWLEY, 8 Cedar Street.

BROOKLYN.

FIRST DISTRICT.—Embracing all of Long Island and Staten Island, Kings, Queens, Suffolk and Richmond Counties. JAMES FREELAND, Collector—Office 46 Court Street.

CHAPTER XL

PUBLIC LIBRARIES.

The Astor Library. The Mercantile Library. N. Y. Society Library. Library of the N. Y. Historical Society. Cooper Institute Library. The Apprentices' Library. The Law Library. The City Library. The Mott Memorial Free Medical Library. The Medical Library. The Printers' Library. The Woman's Library. Library of the Young Men's Christian Association.

THE ASTOR LIBRARY

Is located in Lafayette Place, on the east side, between Fourth street and Astor Place, and is very near to Broadway. The present library building is about 150 feet wide and 100 feet deep. Its architecture is of the Byzantine order, with brown stone trimmings, and a handsome entablature. The rooms occupied by the library are on the second floor; they are spacious and well-lighted, and are reached by means of a fine marble staircase. The library numbers at present about 150,000 volumes; and, among them, are some of the rarest books to be found anywhere. It is open to the public—free to every one to consult or read its books—from 9 A. M. to 5 P. M. daily.

THE MERCANTILE LIBRARY

Is located on Astor Place, between Broadway and Fourth avenue, and is the largest circulating library in the country, and has the largest income. It has branch offices at 76 Cedar street, 1456 Third avenue, and at Yonkers, Norwalk, Stamford, Elizabeth, Paterson and Jersey City. It has a very large reading-room—better supplied, probably, with magazines, reviews and papers than any other; the number at present being 452.

Strangers are allowed to consult books of reference in the alcoves of the library hall; and, if they should be introduced by a member, they will receive a card entitling them to the privileges of the reading-room for one month. It is open from 9 A. M. to 10 P. M.

THE SOCIETY LIBRARY

Is located at 67 University Place, east side, between 12th and 13th streets. It is, perhaps, the oldest public library in the United States. It was incorporated in the year 1700, under

the name of "The Public Library of New York." In 1754, its corporate name was changed to "The New York Society Library." The building, which belongs to the Society, is about 50 feet front, very plain and unpretentious, but being designed for the library, is well adapted to its purpose. The number of volumes in this library is about 45,000. Some of them are very rare. The library is open week-days, from 8 A. M. to sunset, and the reading-rooms until 10 P. M. Twenty-five dollars is the fee for membership, and six dollars per annum, the dues.

Access.—The Broadway and University Place cars, and the Fulton ferry line of stages pass the library every few minutes.

LIBRARY OF THE N. Y. HISTORICAL SOCIETY

Is located on Second avenue, corner of 11th street. This society is in the possession of a large collection of rare books and manuscripts, pamphlets, maps, charts, and files of newspapers which, for historical purposes, are invaluable. Its rooms are open daily, and strangers are admitted on the introduction of a member.

THE COOPER INSTITUTE LIBRARY.

This, like the Astor Library, is a library of reference; books cannot be taken out, but both library and reading-rooms are free to the public. The number of volumes in the library is limited, but additions are being made to it all the time. The books are generally of a scientific character, and the reading room is well supplied with magazines and newspapers. Open from 9 A. M. to 9 P. M.

THE APPRENTICES' LIBRARY.

This library is located at 472 Broadway, and numbers about 50,000 volumes—free to all apprentices, whether male or female, who can bring a certificate of good character from parents, guardian, or employer. The library was founded by the "Society of Mechanics and Tradesmen."

THE LAW LIBRARY.

This library is located at No. 41 Chambers street, and is open only to members.

THE CITY LIBRARY

Is a very small collection of books kept at Room No. 12, City Hall. Open to the public, daily, from 10 A. M. to 4 P. M.

THE MOTT MEMORIAL FREE MEDICAL LIBRARY

Is located at 64 Madison avenue, and is intended mainly for the benefit of medical students. It has some 2,500 volumes on its shelves, and is open from 9 A. M. to 9 P. M.

THE MEDICAL LIBRARY AND JOURNAL ASSOCIATION

Is also at 64 Madison avenue. The library numbers about 3,000 volumes, chiefly medical—and they have a reading-room well supplied with the medical journals of this country and Europe. For members only. Open from 9 A. M. to 9 P. M.

THE PRINTERS' LIBRARY

The Printers' Society hold their meetings at No. 3 Chambers street, where they have collected a small library of miscellaneous books, and books relating to the art of printing, which are free to the craft whether members of the Society or not. It is open only on Saturday afternoons.

WOMAN'S LIBRARY

Is a young institution, at No. 38 Bleecker street, especially intended to benefit women. It is open daily from 9 A. M. to 4 P. M.

LIBRARY OF THE Y. M. C. ASSOCIATION.

Is in the new building of the Association, corner of Fourth Avenue and E. 24th streets. The reading-rooms are very well supplied with papers and magazines, and with every other convenience necessary to render them attractive, especially to young men.

CHAPTER XII.

RELIGION IN NEW YORK—CHURCHES IN THE CITY.

There are in this city, including the recently annexed district, 370 churches, of all kinds, estimated at a valuation of \$50,000,000; representing 30 different creeds or forms of worship. In the number of religious edifices, including churches, chapels and missions, the Episcopalians are ahead, numbering 76; next comes the Presbyterians, with 55 congregations, this includes the United and Reformed Presbyterians, and, after them, the Methodists, which, together with the colored congregation, number 58 churches; fourth in the list stand the Roman Catholics, who have 50 churches, but they deserve to stand higher up in the category than the statistical enumeration shows, for all of their churches have three distinct congregations, who are present at the various Masses, and can occupy the pews only at the hours set apart for them. The Baptists have 33 churches; the Jews have 26 synagogues, some of which are elegant structures; the Dutch Reform, 18; the Lutherans, 14; the Quakers, or Friends, 3.

Twelve denominations are represented by one church, each exhibiting, in a remarkable manner, the tenacity with which men cling to their religious faith, and the sacrifices they are willing to make in support of an opinion.

Eight congregations professedly belong to no sect, but like the church of the "Strangers," (Rev. Dr. Deems,) are content to call themselves simply a christian people. The Positivists, the disciples of August Comte, have an organization, and hold regular meetings at a house of a prominent member; and at the *tail* end comes John Chinaman, who refers you to his room in Baxter street, where he worships his favorite Joss. While we have many prominent preachers, each of whom would undoubtedly acquiesce in the desire of their admirers that their particular church receive especial prominence, we are not disposed to favoritism, and consequently have no disposition for puffing. However, in such isolated cases as the Greek or Russian Church, (Father Bjerring's,) we will call particular attention, because it is the only one in the country in which the entire Russian formula is observed. The services are occasionally rendered in English; their present chapel is but a temporary location; they are building an elegant church, which, when finished, will undoubtedly become very popular.

We have a singular congregation, calling themselves the Catholic Apostolic Church (more generally known as the "Irvingites"), in Sixteenth street, between Sixth and Seventh avenues; this is probably the smallest sect in the country, and yet among the most interesting.

CHURCHES.

[Strangers who are in the city over Sunday will miss the Broadway omnibuses and the facility they afford for getting around the city. The street cars, however, run on Sundays, and by looking over the routes, the stranger will readily discover whether either of them will carry him to the particular church to which he desires to go. If, for instance, the visitor wishes to go to Brooklyn to church, by looking at the horse-car routes, p. 15, he will find that the Bleecker street cars run to Fulton Ferry; the Belt Line cars pass the ferry; and Second avenue line cars stop one block above the ferry. By the other lines one can come to the Park or Astor House; thence to the ferry via Fulton street is not a long walk.

BAPTIST.

Abyssinian (col'd), 166 Waverly pl.
 Amity Street, W. 54th, n. 8th av.
 Antioch, 278 Bleecker.
 Berean, 35 Downing.
 Bethany Chapel, W. 81st, c. 11th av.
 Calvary, 59 W. 23d.
 Central, 239 W. 42d.
 Central Park, E. 83d, n. 2d av.
 East, Madison, c. Gouverneur.
 Ebenezer, 154 W. 36th.
 Fifth Avenue, 6 W. 46th.
 Fl th Avenue, n. w. 125th.
 First, Park + T., c. E. 39th.
 First German, E. 14th, n. 3d av.
 First Mariners', O'iver c. Henry.
 Freewill Baptist, 104 W. 17th.
 Hope Chapel, E. 111th, n. 3d av.
 Macdougall street, 23 Macdougall.
 Madison av., c. E. 51st.
 North, 126 Christopher.
 Pilgrim, W. 33d, n. 8th av.
 Plymouth, W. 51st, n. 9th av.
 Second German, 451 W. 45th.
 Sixth street, 644 6th.
 Sixteenth street, 257 W. 16th.
 South, 235 W. 25th.
 Stanton street, 36 Stanton.
 Tabernacle, 166 2d av.
 Welsh, 141 Chrystie.
 W. 53d st. n. 7th av.
 Zion, 7 7th av.

CONGREGATIONAL.

E. 135th street, n. 2d av.
 New England, Madison av., c. E. 47th.
 Tabernacle, 6th av. c. W. 34th.
 Welsh, 205 E. 12th.
 W. 50th, n. 8th av.

FRIENDS.

East 16th, c. Rutherford pl.
 Twentieth st. E. 20th, n. 3d av.
 Twenty-seventh st., 43 W. 27th.

JEWISH SYNAGOGUES.

Adas Jeshurun, W. 39th, n. 8th av.
 Adareth El, 13 E. 29th.
 Ahavath Chesed, Av. C., c. E. 4th.
 Anshi Chesed, 146 Norfolk.
 Beth Chol m, 232 W. 28th.
 Beth El, 248 W. 33d.
 Beth Hamedrash, 78 Allen.
 Beth Hamedrash, 2d, 153 Chatham.
 Beth Israel Biqu'r Cholim, 56 Chrystie.
 Biqu'r Cholim U-Kakisha, 63 Chrystie.
 Bani Israel, 41 Stanton.
 Bani Jeshurun, 145 W. 34th.
 Bani Sholem, Third, c. Av. C.
 Ohlano Amno, E. 54th, n. 8d av.

Darech Amuno, 164 Greene.
 Peol Zedeck, W. 29th, c. 8th av.
 Rodolph Scholem, 8 Clinton.
 Shaarai Berocho, 303 6th.
 Shaarai Rach Mim, 156 Attorney.
 Shaa'ai Tephala, 127 W. 44th.
 Sh'ura Zedeck, 38 Henry.
 Shaer Hasbamoin, 91 Rivington.
 Shagnarai Kikva, E. 97th, n. 3d av.
 Shearith Israel, 114 Columbia.
 Shearith Israel, W. 19th, n. 5th av.
 Temple, 5th av. c. E. 43d.

LUTHERAN.

Gustavus Adolphus, 151 E. 23d.
 Holy Trinity, 47 W. 21st.
 Immanuel, E. 83d, n. 3d av.
 Immanuel, E. 87th, n. 3d av.
 Lutheran, Av. B, c. E. 9th.
 St. James, 219 E. 15th.
 St. John's, E. 127th, n. 4th av.
 St. John's, 81 Christopher.
 St. Luke's, 318 W. 43d.
 St. Marcus, 323 6th.
 St. Matthews, 354 Broome.
 St. Paul's, 226 6th av.
 St. Paul's, W. 123d, n. 7th av.
 St. Peter's, 145 E. 50th.

METHODIST EPISCOPAL.

Alanson, 52 Norfolk.
 Allen street, 128 Allen.
 Bedford street, 28 Morton.
 Beckman Hill, 321 E. 56th.
 Bethel Stip, foot of Catho.
 Central, 58 7th av.
 Chapel, B'way, c. W. 68th.
 Duane street, 294 Hudson.
 Eighteenth st., 207 W. 18th.
 Eleventh st. Chapel, 645 E. 11th.
 Fifty-third st., 251 W. 53d.
 Forsyth street, 19 Forsyth.
 Forsy-first st., bet. 6th av. & B'way
 Forth-courth st., 461 W. 44th.
 Forty-th rd st., 253 W. 43d.
 German, 232 21.
 German, 346 W. 40th.
 Grace, W. 104th.
 Greene st., 59 Greene.
 Harlem, E. 126th, c. Madl-on av.
 Hedding, 337 E. 17th.
 Jane street, 13 Jane.
 John street, 44 John.
 Lexington avenue, c. F. 32d

Ladies' Five Points Home Mission,
 61 Park
 Perry street, 122 Perry.
 Rose Hill, 221 E. 27th.
 St. Paul, 4th av. c. E. 22d.
 Second av., c. E. 118th.
 Second street, 276 2d.
 Seventh street, 24 7th.
 Sixty-first st. Chapel, E. 61st, n. 3d
 av.
 Thirtieth street, 331 W. 30th.
 Thirty-fifth street, W. 35th, n. 10th
 av.
 Thirty-seventh street, 223 E. 37th.
 Trinity, 248 W. 34th.
 Twenty-fourth street, 359 W. 24th.
 Washington Square, 127 W. 4th.
 West Harlem, W. 125th, n. 6th av
 Willett street, 7 Willett.
 Yorkville, 115 E. 89th.

COLORED.

African Union, 161 W. 15th.
 Bethel, 211 Sullivan.
 Little Zion, E. 117th, n. 2d av.
 Zion, 351 Broecker.

PRESBYTERIAN.

Alexander, 127 7th av.
 Allen street, 61 Allen.
 Brick, 5th av. c. W. 37th.
 Canal street, 17 Green c.
 Central, V. 56th, n. B'way.
 Church of the Covenant, 4th av. c.
 E. 35th.
 Church of Hope, S. 5th av. n. W.
 Houston.
 Church of the Sea and Land, Mar-
 ket, c. Henry.
 Eighth-fourth street, n. Blooming-
 dale Road.
 Eleventh, E. 35th, n. Lex. av.
 Fifth av., c. E. 19th.
 First, 5th av., c. W. 11th.
 First Union, 145 E. 86th.
 Fortieth st., E. 45th, n. Lex. av.
 Forty-second st., 233 W. 42d.
 Fourth avenue, 288 4th av.
 Fourteenth street, c. 2d av.
 Fourth, 124 W. 34th.
 French Evangelical, 9 University
 Place.
 German, 290 Madison.
 Harlem, E. 127th, n. 3d av

Lexington av., c. E. 46th.
 Madison Square, Madison av., c. E. 24th.
 Manhattanville, W. 126th, c. 9th av.
 Mount Washington, n. Kingsbridge North, 9th av., c. W. 31st.
 Phillips, Madison av., c. E. 73d.
 Rutgers, Madison av., c. E. 28th.
 Scotch, 93 W. 14th.
 Seventh, Broome c. Ridge.
 Shiloh, (col'd) 61 Prince.
 Spring street, 246 Spring.
 1270 Broadway.
 Thirteenth street, 145 W. 13th.
 Twenty-third street, 210 W 23d.
 University Place, c. E. 10th.
 Washington Heights.
 W. Houston, c. Thompson.
 West, 31 W. 42d.
 Westminster, 151 W. 22d.

UNITED PRESBYTERIAN.

Eleventh street, 256 E. 11th.
 First, E. 116th n. 2d av.
 Jane street, 41 Jane.
 Seventh avenue, 29 7th av.
 Third, 41 Charles.
 W. Forty-fourth street, 434 W. 44th.
 W. Twenty-fifth, 161 W. 25th.

REFORMED PRESBYTERIAN.

First, 128 W. 12th.
 First, 428 W. 28th.
 Second, 167 W. 11th.
 Third, 223 W. 23d.

PROTESTANT EPISCOPAL.

Rt. Rev. Horatio Potter, Bishop, h. 38 E. 23d.
 All Angels, W. 81st, c. 11th av.
 All Saints, 236 Henry.
 Annunciation, 142 W. 14th.
 Ascension, 5th av., c. W. 19th.
 Atonement, Madison av., c. E. 28th.
 Atonement Chapel.
 Bellevue Chapel.
 Bethlehem Chapel.
 Calvary, 4th av., c. E. 21st.
 Calvary Free Chapel.
 Chapel of Chrysostom, 7th av., c. W. 39th.
 Chapel of the Holy Comforter, 75 Beach.
 Church of the Holy Light, 427 7th av.
 Church of Santiago, 39 W. 22d.
 Church of the Holy Saviour, E. 25th n. Madison av.

Church of the Holy Sepulchre, E. 74th, n. 4th av.
 Church of the Mediator, 728 11th av.
 Christ, 5th avenue, c. E. 35th;
 Du St. Esprit, 30 W. 22d.
 Emanuel Chapel, W. 68th, n. B'way
 Epiphany, 130 Stanton.
 Floating Chapel of Our Saviour.
 Grace, 800 Broadway.
 Grace Chapel, 132 E. 14th.
 Grace Chapel, E. 116th, n. 2d av.
 Heavenly Rest, 5th av., n. E. 45th.
 Holy Apostles, 9th av., c. W. 28th.
 Holy Communion, 6th avenue, c. W. 20th.
 Holy Evangelists.
 Holy Innocents.
 Holy Martyrs, 89 Forsyth.
 Holy Trinity, 5th av., c. W. 125th.
 Holy Trinity, Madison av., c. E. 42d.
 Incarnation, Madison av. c. E. 35th.
 Intercession, W. 154th, c. 10th av.
 Manuel, E. 57th, c. Lexington av.
 Memorial Church of the Rev. H. Anthon, 139 W. 48th.
 Nativity, 70 Avenue C.
 Our Lord, 8th avenue, W. 37th.
 Our Saviour, R. Pike.
 Reconciliation, 242 E. 31st.
 Redeemer, 4th av., c. E. 82d.
 Redemption, E. 23d, c. 4th av.
 Reformation, 227 E. 50th.
 Resurrection.
 Rutgersstreet Mission, 58 Rutgers.
 St. Alban's, E. 47th, n. Lex. av.
 St. Ambrose, 117 Thompson.
 St. Andrew's, E. 127th n. 4th av.
 St. Ann's, 7 W. 19th.
 St. Augustine's.
 St. Barnabas' Chapel, 306 Mulberry st. Bartholomew's, Lafayette Pl. 7 Great Jones.
 St. Clement's, 108 Amity.
 St. Cornelius, Governor's Island.
 St. David's, 679 9th av.
 St. George's, Rutherford place, c. E. 14th.
 St. George the Martyr's
 St. Ignations.
 St. James, E. 72d, n. 3d av.
 St. John Baptist, 261 Lexington av.
 -s. John Evangelist, 222 W 11th.
 St. John's, 46 Varick.
 St. Judis.
 St. Luke's, 453 Hudson.
 St. Mark's, Stayvesant; n. 2d av.

St. Mark's Mission.
 St. Mary's, W. 128th n. 10th av.
 St. Mary the Virgin.
 St. Matthew's.
 St. Matthias, 210 W. 42d.
 St. Michael's, B'way, c. W. 99th.
 St. Paul's, B'way, c. Vesey.
 St. Paul's, E. 84th, n. 4th av.
 St. Peter's, 342 W 20th.
 St. Philip's (col'd), 206 Mulberry.
 St. Samuel's
 St. Savior's.
 St. Simon's.
 St. Stephen's, 29 E. 39th.
 St. Thomas', 5th av., c. W. 53d.
 St. Timothy's, W. 57th, n. 8th av.
 Talman Memorial of the Beloved
 Disciple, Madison av., c. E. 89th.
 Transfiguration, E. 29th, n. 5th av
 Trinity, Broadway, c. Rector.
 Trinity Chapel, 15 W. 25th.
 Union (col'd) 2d av., n. E. 84th.
 Zion, Madison av., c. E. 38th.

REFORMED (DUTCH).

Bloomingsdale, W. 71st, n. 9th av.
 Collegiate, Lafayette place, c E 4th
 Collegiate Church Chapel, 7th av.,
 c W. 84th.
 Fourth German Mission, 1287 B'way
 German Ev. Mission, 141 E Hous'n
 German Ref. Prot., 129 Norfolk
 Harlem, 3d avenue, c E. 121st.
 Knox Memorial, 9th av., n W. 39th
 Manhattan, 71 Avenue B.
 North West, Madison av., c E. 57th
 Prospect Hill, E 85th, n 2d av.
 St. Paul's, W. 40th, n. 6th av.
 South, 5th avenue, c W. 21st.
 Thirty-fourth street, 307 W. 34th.
 Twenty-ninth street Mission Chap-
 el, 160 W. 29th.
 Union, 25 6th av.
 Washington Square, Wash. Sq., E
 65 Wash. pl.

ROMAN CATHOLIC.

Annunciation B. V. M. W., 131st, n
 Broadway.
 Assumption, 427 W. 49th
 Epiphany, 373 2d av.
 Holy Cross, 385 W. 42d.
 Holy Innocents, 128 W. 97th.
 Holy Name of Jesus, B'way, n W.
 97th.
 Immaculate Conception, 506 E 14th
 Most Holy Redeemer, 165 3d.
 Nativity, 45 2d av.

Our Lady of Sorrows, 105 Pitt.
 St. Agnes, E. 43d n 3d av.
 St. Alphonsus, S. 5th av., n Canal
 St. Andrews, Duane, c City Hall pl
 St. Ann's, 112 E 19th.
 St. Anthony, 149 Sullivan.
 St. Bernard, 334 W. 14th, n 9th av.
 St. Boniface, 2d av., c . . 47th.
 St. Bridget's, Av. B, c 8th.
 St. Cecilia, 105th st., 1st & 2d aves.
 St. Columbia, 339 W. 25th
 St. Elizabeth, B'way, c. 187th st.
 St. Francis, 139 W. 31st.
 St. Francis Xavier, 86 W. 16th
 St. Gabriel's, E. 37th, n 2d av.
 St. James, 32 James.
 St. John Baptist, 209 W. 30th.
 St. John Evangelist, E. 50th n 4th
 av.
 St. Joseph's, 6th av., c W. Wash. pl
 St. Joseph's (German), W. 125th, n
 9th av.
 St. Lawrence, E. 84th, n 4th av.
 St. Mary's, 438 Grand.
 St. Mary Magdalen, E. 17th, n AV B
 St. Michael's, 407 W. 31st.
 St. Nicholas, 125 3d.
 St. Patrick's Cathedral, Mott, cor.
 Prince
 St. Paul's, E. 117, n 4th av.
 St. Peter's, Barclay, c Church
 St. Rose, 42 Canon.
 St. Stanislaus, 264 Madison Ave.
 St. Stephen's, 149 E. 28th.
 St. Teresa, Rutgers, c Henry.
 St. Vincent Ferrer, Lex. av., c E.
 66th.

St. Vincent de Paul, 127 W. 23d.
 Transfiguration, Mott, c Park.

UNITARIAN.

All Souls, 4th av., c E. 20th.
 Messiah, E. 34th, c Park av.
 Fourth, E. 125th.
 Third, 6th av., n W. 41st

UNIVERSALIST.

Fifth, Stayvesant, c E. 9th.
 Third, 214 Bleecker.
 Fourth, 5th av., c W. 46th.
 Mission, E. 54th, n 3d av.
 Our Saviour, 65 W. 36th.

MISCELLANEOUS.

Catholic Apostolic, 128 W. 19th.
 Centre Street Mission, 119 Elm.
 Christian Church, 24 W. 28th.
 Christian Israelites, 108 First.

Church of the Strangers, Mercer, n. Waverly pl.	Mission, 77 Greenwich.
Emmanuel, E. 57th, n Lex. av.	Seventh-day Baptist, 24 av. cor. E. 11th.
Evangelical, r 138 W 24th.	Swedenborgian First New Church Society, 114 E. 33th.
Free Evangelical Chapel, E. 116th St., n 3d av.	True Dutch Reformed, Perry, c W. 4th.
First Methodist Prot., 87 Attorney.	United Brethren (Moravian), Lex-av. c E. 59th St.
German Evangelical Reformed, 97 Suffolk.	Welsh Methodist Calvinistic, 225 E. 13th.
Trainers', Madison, c Catharine.	
Messiah's, 7 7th av.	

Besides there are about a dozen free churches for seamen—generally located along the docks, and about one hundred missions of different creeds.

In addition to the above are those of the newly acquired territory, 23d and 24th wards, embracing forty one churches, as follows :

Baptist.....6	Presbyterian.....6
Congregational.....2	Protestant Episcopal.....6
Lutheran.....2	Reformed Dutch.....5
Methodist.....7	Catholic.....7

TRINITY CHURCH.

Though Trinity Church is the tallest building in the city of New York, it is but the great-grandchild of the original Trinity built upon the same site in 1696. It was twice enlarged once in 1735, and again in 1737. In 1776 it was destroyed by fire, and a new edifice erected, bearing the same name, in 1790. In 1827 that building was taken down and the present Trinity commenced, but not completed till 1846. To those approaching the city, by sea, Trinity's noble spire presents the most conspicuous land mark. The building is 192 feet long, by 80 wide. The wall is 60 feet high ; the style is gothic. The spire is 284 feet high ; the tower contains a chime of bells ; through this tower winds a spiral staircase to the height of 250 feet, from which point the view to be had of the city is well worth the time and trouble necessary for the ascension. The fee is 12½ cents, and should the visitor be of a *grave* turn of mind he would do well to pass into the churchyard before leaving. Here his patriotism will be inspired with new life by meditating over the remains of many of America's honored dead. Here are the graves of Alexander Hamilton, and Lawrence, the hero of the Chesapeake, and many others, whose names are conspicuous in American history. The Episcopalians that worship in this magnificent cathedral are more richly endowed than any other christian congregation in this country. The wealth at their command is estimated at \$50,000,000.

THE CATHOLIC CATHEDRAL.

St. Patrick's Cathedral, on Fifth avenue, between Fiftieth and Fifty-first streets, when finished will be the most magnificent and costly edifice on this continent. The cornerstone was laid in August, 1858, and since that time the work upon the structure has been more or less steady. Immense sums of money have already been expended, and yet, at the present writing, the entire roof is not completed. As the work progresses, it is paid for at the time, and no new contract is made until there are funds on hand to meet the requisite outlay. Hence, when the Cathedral is completed, there will not be a dollar of debt upon the building. The most lavish ornamentation and elaborate and delicate sculpture in the finest marble is used to embellish this elegant house of worship. The extreme length is 334 feet, the interior dimensions being 306 feet; the length of the transept is 140 feet; the width of the nave 96 feet, including the aisles, or from pillar to pillar 48 feet, giving to each aisle a width of 24 feet. On each side of the main entrance there will be a tower 330 feet high. This altitude, together with the natural height above any other portion of the city, will make these towers the highest structures on this continent. The height of the nave is 106 feet, and of the aisles 54 feet. The clustered columns of the nave, choir, and transept are all of white marble, and those of the nave are of extraordinary dimensions, striking the sight with a sense of colossal grandeur which words will not convey. They are 35 feet high to the spring of the arch. The windows of the clerstory, all of which are 15 feet wide and 26 feet high, are beautifully designed and executed. The extreme height of the clerstory is 138 feet.

The principal adornment of the Cathedral will be the high altar, which, when completed, will be one of the most magnificent in the world. It will cost \$250,000. Its principal parts are being constructed in Rome, and others in St. Briens, France. The tabernacle on the altar will be a blaze of mosaics and precious stones, and will have a door of bronze, richly gilt, supported by columns of the richest marble, inlaid with gems cut in facets. The style of the altar will be Italian gothic, and its wonderful and exquisite workmanship will find an appropriate setting in the princely splendor of the Cathedral.

CHAPTER XIII.

PUBLIC INSTITUTIONS.

The traveler who comes to the city by way of the East river will not fail to notice the elegant and extensive public buildings on Ward's, Randall's and Blackwell's Islands, opposite the upper end of the island. These are all city institutions, such as Alms-houses, Hospitals, Nurseries, Penitentiary, Idiot Asylum, Prisons, &c. &c.

They are all under the direction of the *Department of Charities and Correction*. Office, N. W. corner of Third avenue and 11th street.

INSTITUTION FOR THE DEAF AND DUMB.

This institution is located on the southern slope of Washington Heights, just above Carmansville. The buildings are spacious, and so situated as to command a splendid view of the surrounding country. The grounds comprise some forty acres. Pupils of both sexes are received. Yearly expenses, \$150.

ACCESS.—By Hudson River railroad to Carmansville depot.

N. Y. INSTITUTION FOR THE BLIND.

This institution is located on the block bounded by Eighth and Ninth avenues, and 33d and 34th sts.

Visitors are received on Tuesdays.

ACCESS.—By Eighth or Ninth avenue cars.

BLOOMINGDALE ASYLUM FOR THE INSANE.

This institution is located between 115th and 120th streets just below Manhattanville. The buildings are extensive, and the grounds—about forty acres—are laid out with taste, and abound in shrubbery and flowers.

ACCESS.—By Eighth avenue horse-cars, or by Hudson river railroad, to Manhattanville.

THE LEAKE AND WATTS' ORPHAN HOUSE.

Was founded in 1827 by a legacy of Mr. J. G. Leake. It is located on the block bounded by Ninth and Tenth avenues, and 111th and 113th streets. The income of the institution is able to support two or three hundred orphans.

Access.—By Eighth avenue cars.

N. Y. ORPHAN ASYLUM.

Is on the Bloomingdale Road, between 73d and 74th streets. Its grounds extend to the river, and comprise about fifteen acres. It is supported by private bequests.

Visitors are received on week days.

Access.—By Eighth avenue cars.

N. Y. JUVENILE ASYLUM.

Is located on 176th street, near Tenth avenue. This is one of the most useful institutions in the city. It is beautifully situated, enjoying a commanding view of the river and the surrounding country. A house of reception connected with this institution is at 61 W. 13th street.

Access.—By Hudson River railroad to Fort Washington station.

THE SAILORS' SNUG HARBOR.

Office, 156 Broadway. The institution is at New Brighton, Staten Island. It has several fine buildings, well located, with extensive grounds, roaming over which will always be seen a large number of "old salts."

Access.—The North Shore Staten Island Ferry, from Pier No. 19, N. R., to second landing.

CHARITABLE INSTITUTIONS.

As in holy writ charity is commended as the balm of the soul, so in the great city of New York charity flows as water from a fountain—public and private. The victims of every calamity requiring aid in any part of the country, find immediate relief among our benevolent citizens, nor is New York's benevolence confined to any land or race; in short, the charitable contributions of this metropolis are not surpassed

by the rest of the country combined. The Charitable Institutions of New York are many in number, and are magnificently endowed by public funds and private philanthropy. Everywhere the city is dotted with Institutions for the relief of the suffering and indigent, and these noble monuments attest the unselfish generosity of our citizens. The public spirit is not, however, confined exclusively to assisting the poor and ailing, but the dead are also remembered. A part of Cypress Hill Cemetery, donated by Wm. Miles, Esq., is allotted to the Friendly Sons of St. Patrick, and the St. George, St. Andrew and St. David Societies, and to the burial, free of cost, of such poor as they recommend.

In Greenwood Cemetery a plot of about an acre and a half, the gift of David S. Jones, Esq., is kept and cared for by the donor exclusively for the poor of the Welsh people, whose remains are respectably interred free of cost.

Institutions of Charities and Correction.

GENERAL OFFICE, E. 11TH STREET, COR. THIRD AVENUE.

The Institutions under their charge are :

Alms House, Blackwell's Island.	Gen. Office, 8 Clinton Place.
Bellevue Hospital, Ft. E. 26th St.	Infant's Hospital, Randall's Island
Bureau of Medical and Surgical	Inebriate Asylum, Ward's Island.
Relief for the Out-door Poor—	Lunatic Asylum, Ward's Island.
Foot E. 26th Street.	Nursery, Ward's Island.
City Prison (Tombs), Center street	Nursery Hospital, Ward's Island.
Colored Home, 6.3d st. & 1st av.	Out-door Poor Department, E. 11th
Colored Orphan Asylum, 143d st.	st., cor. Third avenue.
and Boulevard.	Penitentiary, Blackwell's Island.
Epileptic and Fever Hospitals,	Small Pox and Charity Hospital,
Blackwell's Island.	Blackwell's Island.
Hospital for Incurables, Blackwell's	School Ship Mercury, L. I. Sound,
Island.	near Hart's Island
Idiot Hospital, Randall's Island.	Workhouse, Blackwell's Island.
Free Labor Bureau and Intell-	

To visit the Institutions on Blackwell's, Ward's, and Randall's Islands, take steamboat from foot of East 26th street at 10½ A. M.

CHAPTER XIV.

PICTURE GALLERIES AND ARTIST'S STUDIOS.

The National Academy of Designs, corner of Fourth avenue and 23d street, holds the principal exhibition of pictures in the city. The Spring Exhibition opens usually in April, and closes about July 4th. The Fall Exhibition opens in November, and there is sometimes an intermediate one in the summer. Admission, 25 cents. Season Tickets, \$1. Catalogues, 25 cents. The academy has schools for drawing from the antique and from the living model.

Goupil's—Knoedler's—Corner Fifth avenue and 22d st.

Schaus's—749 Broadway, opposite Astor place.

Snadcor's—768 Broadway.

Kurtz's—23d st. near Broadway.

At the rooms of *N. Y. Historical Society* (Second avenue, corner of 11th street), there is a collection of pictures of considerable value; together with what is left of the celebrated collection of Egyptian curiosities made by Mr. Abbott. The stranger must obtain a card of admission from a member in order to see them.

THE ARTISTS' STUDIOS.

The studios of the principal artists of the city are open to visitors generally during the Autumn and Winter months, on *Saturday afternoons*. We give herewith the location of the buildings where many of the studios will be found.

West Tenth st., between Fifth and Sixth aves.

N. Y. University building on Washington Square.

Somerville building, cor. 5th ave. and 14th st.

No. 212 Fifth ave.

Broadway, corner of 30th street.

Corner of Broadway and 37th street.

Corner of Fourth ave. and 24th street.

N. Y. Y. M. C. A. building, 4th ave. and 23d st.

Dodworth's building, 806 Broadway, and at 786 B'way.

CHAPTER XV.

LITERARY COLLEGES.

Columbia, East 49th, between 4th and 5th ave. 3d or 6th ave. cars to 49th st.

General Theological Seminary of the Protestant Episcopal Church, West 20th, between 9th and 10th avenues. Ninth avenue cars.

House of the Evangelists, 52 7th st. 7th ave. cars.

New York, 23d st. and 4th ave. 3d and 4th avenue cars to 23d street.

New York College of Dentistry, 21st st. and B'dway. B way cars and stages.

Physicians' and Surgeons', 23d street and 4th ave. 42d st. or 4th ave. cars.

Rutgers' Female, 489 5th ave. 5th ave. stages.

St. Francis Xavier, 49 West 15th st. 6th ave. cars.

St. Louis, 232 West 42d st. 7th and 8th ave. cars.

University, Washington Square, corner Waverley Place. Broadway cars.

Union Theological Seminary, 9 University Pl. B'way and University Place cars.

MEDICAL COLLEGES.

Academy of Holy Cross, 343 W 42d. 8th and 9th av. cars.

Academy of Sacred Heart, 49 W. 17th. 6th ave. and cross-town cars.

Manhattan, W. 131st Street, Boulevard. 8th ave cars.

Bellevue, 26th st. and 1st av. 1st and 2d ave. cars to 26th.

Eclectic, 223 East 26th. 1st or 2d ave. cars to 26th st.

Hahnemann, 3 E. 23d st. 5th ave. stages.

Homœopathic Medical Society of County of N. Y., 3d ave. and 23d st. 3d ave. cars.

Homœopathic, 3d ave. and 23d st. 3d and 4th ave. cars.

Hygeio Therapeutic, 95 6th ave. 6th ave. cars.

Medical College for Women, 187 2d ave. 2d ave. cars.

New York Free Medical for Women, 51 St. Mark's Place. 3d ave. cars.

Pharmacy, University building. Broadway cars.

University, 26th st., opposite Bellevue Hospital. 1st and 2d ave cars.

Veterinary, 205 Lexington ave. 4th ave. cars.

Medical Department Columbia College, 23d St. o 4th ave.

HOSPITALS.

- Bellevue, foot of East 26th st. 1st and 2d ave. cars.
 Children's, East 41st st., near 3d ave. 3d ave. cars.
 German, 4th ave., cor. East 77th st. 3d ave. cars.
 Manhattan Eye and Ear, 233 East 34th st. 3d ave. cars.
 Metropolitan, Throat, 17 Stuyvesant st. 2d and 3d ave. cars.
 Mount Siani, Lexington ave. and 66th st. Madison and 4th ave. cars.
 New York, Office, 8 West 16th st. 5th ave. stages, or 6th ave. cars.
 New York Eye and Ear Infirmary, 216 2d ave. 1st and 2d ave. cars.
 New York Infirmary for Women and Children, 128 2d ave. 1st and 2d ave. cars.
 New York Ophthalmic, 3d ave. cor. 23d st. 3d ave. cars.
 New York Ophthalmic and Auval, 46 East 12th st. B'way stages or 4th ave. cars.
 N. Y. State, for Diseases of the Nervous System, St. Mark's place, 2d ave. 2d ave. cars.
 Nursery and Child's, Lexington ave., cor. East 51st st. 3d ave. cars.
 Presbyterian, East 70th st., 4th ave. 3d or 4th ave. cars.
 Roosevelt, West 59th st., near 9th ave. 8th ave. or Belt Line cars.
 Seamen's Fund and Retreat, Staten Island. Office, 12 Old Slip.
 St. Elizabeth's, 225 West 31st st. 8th ave. cars.
 St. Francis, 609 5th Street. ave. B, cars.
 St. Luke's, 54th st. and 5th ave. 6th ave. cars.
 St. Mary's, for Children, 407 West 34th street. 8th and 9th ave. cars.
 Strangers, Avenue D. corner 10th st. Avenue D line cars.
 St. Vincent, 195 West 11th st. 6th or 7th avenue cars.
 Ward's Island, Ward's Island. Office, Castle Garden, Battery.
 West Side, for Throat and Eye Diseases, 407 6th ave. 6th avenue cars.
 Woman's, 4th avenue and East Fiftieth st. 3d ave. cars.

THE MORGUE, foot of 26th street, East River.

DISPENSARIES.

Central, 934 Eighth avenue. 8th avenue cars.

Demult, 401 second avenue. 1st and 2d avenue cars.

Eastern, 57 Essex street. East B'way cars.

Eclectic, 223 East 26th st. 3d or 2d avenue cars.

German, 65 St. Mark's place. 3d or 4th avenue cars.

German, West Side, 332 West 40th s. 9th avenue cars.

Harlem, 188 East 122d st. 2d and 3d avenue cars.

Hoffman, 153 West 28th st. 7th avenue cars.

Homœopathic, 59 Bond st. Broadway stages, or 3d or 4th avenue cars.

New York Ear, 36th street and 9th ave. 9th ave cars.

New York, for Children, 406 East 15th st. 3d or 2d avenue cars.

New York, for Diseases of Skin, 101 East Thirtieth st. 3d avenue cars.

New York, Tumor, 101 East 30th st. 3d avenue cars.

New York, corner of White and Centre sts. 4th ave. cars.

New York, Cancer and Hospital, 468 6th ave. 6th ave. cars

New York, for Throat and Chest Diseases, 47 University pl. University place cars.

New York Homœopathic, 493 7th ave. 7th avenue cars.

New York Orthopaedic, 126 East 59th st. Madison and 3d avenue cars.

North Eastern, 222 East 59th st. 3d avenue cars.

North Eastern Homœopathic, 307 East 55th st. 1st and 2d avenue cars.

Northern, Waverley pl., corner of Christopher st. Bleecker street cars.

North Western, 403 West 36th st. 9th avenue cars.

Western Homœopathic, 413 West 42d st. 9th ave. cars.

Western, for Women and Children, 334 9th ave. 9th ave. cars.

Yorkville, 1482 3d ave. 3d avenue cars.

Yorkville Homœopathic, 201 East 83d st. 3d ave. cars.

Bellevue Bureau for Relief of Out-Door Poor, foot of E. 26th street. Reached by South st. or First ave cars.

Church of the Holy Communion, 328 6th av. 6th av. cars.

Church of the Holy Trinity, 44 E. 43d. 3d or 4th av. cars.

For Women and Children, 128 2d av. 2d av. cars.

N. Y. Ophthalmic & Aural, 46 E. 12th. 3d or 4th ave. cars.

N. Y. Free for Women, 51 St. Mark's Pl. 2d or 3d av. cars.

New York Eye and Ear, 218 2d ave. 2d av cars.

CHAPTER XVI.

CEMETERIES.

- CALVARY.** — Office 266 Mulberry street, New York. The grounds are located near Newtown, Long Island, two and a half miles from Tenth street Ferry. Reached by Grand street and Newtown Railroad.
- CITY.** — Office East Eleventh street, corner of Third avenue, New York. Situated on Hart's Island. Reached by Ferry from foot East One hundred and Tenth street.
- CYPRESS HILL.** — Offices, 124 Bowery and 744 Broadway, New York. These grounds are located on Myrtle avenue and Jamaica Plank Road, distance five miles from Williamsburg ferries. Reached by cars from Fulton Ferry.
- EVERGREENS.** — Office at Cemetery. These grounds are located three miles east of Brooklyn, Long Island, on the Bushwick Road, and reached by cars from Fulton Ferry.
- GREENWOOD.** — Office 30 Broadway, New York. Located on Gowanus Heights, Brooklyn, Long Island; distance three miles from Fulton and two miles from Hamilton Avenue Ferries, and reached by horse cars from both ferries.
- LUTHERAN.** — Office 293 Broadway, New York. Situated on the Jamaica Turnpike, near Middle Village, Long Island, four miles from the Williamsburg Ferries. Reached by railroad from South Seventh street ferry, Williamsburg.
- MACHPELAH.** — Office 160 West Twenty-fourth street, New York. Located at New Durham, Hudson County, New Jersey, one mile from Weehawken ferry, foot of Forty-second street.
- MARBLE.** — Office 65 Second street, New York. These grounds are located in Second street, between First and Second avenues. Reached by the Second avenue cars.
- MOUNT OLIVET.** — James Maurice, Treasurer, 67 Wall street, New York. The grounds are located near Maspeth, Long Island, three and a half miles from Grand and Houston street ferries. Reached by Metropolitan avenue cars, from South Seventh street ferry, Williamsburg.
- NEW YORK BAY.** — Office 5 Dey street, New York. The grounds are located on the west bank of New York Bay, two and a half miles below Jersey City. It is reached by horse cars from the Jersey City ferry.

OAK HILL.—This cemetery is situated on the west bank of the Hudson, near the village of Nyack, Rockland County, New York, twenty-eight miles from New York City. (See Steamboat Guide to Nyack.)

POTTER'S FIELD.—New York. Is located on Ward's Island.

POTTER'S FIELD.—Brooklyn, N. Y. Is located at Flatbush, Long Island.

TRINITY CHURCH.—Office 187 Fulton street, New York. The grounds are located at One Hundred and Fifty-fifth street and Tenth avenue. Reached by Hudson River Railroad, stopping at One Hundred and Fifty-second street station.

UNION.—Office 192 Rivington street, New York. These grounds are located near Wyckoff avenue, Brooklyn, Long Island, three and a half miles from Division avenue and Grand street ferry.

WOODLAWN.—office 48 East Twenty-third street, New York. Is situated in Westchester County, seven miles from Harlem Bridge. Reached by Harlem Railroad.

WASHINGTON CEMETERY, L. I. Reached by Hamilton Ferry and Coney Island R. R.

CHAPTER XVII.

PRINCIPAL RAILROAD STATIONS AND HOW TO FIND THEM.

1. The N. Y. and New Haven, N. Y. and Harlem, and the Hudson River Railroads have the Grand Central Depot in common at 42d street and Fourth avenue.

ACCESS: the Fourth ave. and Third ave. cars, and the Broadway and Fifth ave. and Broadway and Madison ave. omnibuses.

2. The Morris and Essex, the Delaware and Lackawanna, and the Bloomfield and Montclair Railroad Depots are at Hoboken.

ACCESS; ferry boats from foot of Barclay and Christopher streets.

3. The Erie Railroad, the Northern New Jersey, and the Hackensack Railroad Depots, are at Long Dock, Pavonia, Jersey City.

ACCESS; ferries from foot of Chambers street, and foot of 23d street.

4. The New Jersey Railroad Depot is at Jersey City.

ACCESS; ferries from foot of Cortlandt street and Desbrosses street.

5. The New Jersey Central Railroad is at Communipaw.

ACCESS; by ferry from foot of Liberty street.

6. South Side, Long Island Railroad Depot is at Williamsburg.

ACCESS; by ferries from foot of Roosevelt and Grand streets.

7. Long Island Railroad Depot is at Long Island City.

ACCESS; by ferry from James slip and from 34th street

CHAPTER XVIII.

COMPLETE STEAMBOAT GUIDE FROM NEW YORK.

STEAMBOATS FROM NORTH RIVER PIERS.

For Location of Piers, see page 17.

<i>Landings.</i>	<i>Miles.</i>	<i>Fare.</i>	<i>Name of Steamboat.</i>	<i>Pier</i>
Albany, <i>Day Line</i>	145	2 00	Daniel Drew & C. Vibbard.....	39
Albany, (<i>People's</i>).....	145	2 00	Drew and St. John.....	41
Albany, (<i>Citizens'</i>).....	145	2 00	Thomas Powell.....	49
Albany, (<i>Deck 50c</i>).....	145	1 00	J. B. Schuyler. Stops at 23d st.....	43
Amboy, N. J.....		25	Thomas E. Hulse.....	32
Athens.....	120	1 00	Thomas McManus.....	49
Athens.....	12	1 50	New Champion & A. Harder.....	35
Athens (<i>Freight</i>).....	120		E. Corning and J. Taylor.....	18
Barrytown.....	95	1 50	New Champion & A. Harder.....	35
Barrytown.....	95	1 00	Ansonia.....	36
Boston via <i>Stow</i>	225	5 00	Rhode Island, <i>Day Line</i>	30
Boston via <i>Provi</i>	225	4 25	Gaulea and Fleet's.....	27
Boston via <i>Fall River</i>	220	5 00	Providence and Bristol.....	28
Boston via <i>Stow</i>	211	5 00	Stoughton and Narragansett.....	33
Boston <i>Nor and Wor</i>	240	5 00	City of Boston & City N. Y.....	40
Bedloe's Island.....	pass		Henry Smith.....	58
Bergen Point.....	7	15	Chancellor.....	14
Bergen Point.....	7	25	Thomas P. Way.....	35
Bergen Point.....	7	25	Thos. E. Hulse.....	32
Brown's Dock.....	31	50	Sea Bird and Helen.....	35
Catskill.....	115	1 50	Daniel Drew & C. Vibbard.....	39
Catskill.....	115	1 50	Andrew Harder.....	35
Catskill.....	115	1 00	New Champion.....	35
Catskill.....	115	1 00	T. McManus & Redfield.....	49
Catskill.....	115	50	J. B. Schuyler.....	43
Chelsea.....	18	25	Thomas E. Hulse.....	32
Gold Spring, N. Y.....	54	75	New Champion.....	35
Gold Spring.....	54	1 00	<i>A Steamer, Sunday only.</i>	
Gold Spring, N. Y.....	54	50	Never sink.....	
Goney Island.....		25	Arrowsmith, <i>Sunday also</i>	
Cornwall, N. Y.....	56	75	Daniel Drew & C. Vibbard.....	39
Cornwall.....	56	75	Mary Powell.....	39
Cornwall.....	56	75	J. W. Baldwin & T. Cornell.....	34
Cornwall.....	56	1 00	<i>A Steamer, Sunday only.</i>	
Cornwall.....	56	50	Never sink.....	
Coxsackie.....	126	1 00	New Champion.....	35
Coxsackie.....	126	1 00	Thomas McManus.....	49
Coxsackie.....	126	1 00	Redfield.....	49
Cozens.....	52	75	Mary Powell.....	39
Cozens.....	52	75	J. W. Baldwin & T. Cornell.....	34
Croton, N. Y.....			Propeller Magnet, <i>Freight</i>	35
David's Island.....	pass		Henry Smith.....	58,

	Landings.	Miles.	Fare.	Name of Steamboat.	Pier
Dobbs' Ferry	22	30	Thos. P. Way	36
Dobbs' Ferry	22	30	Adelphi	34
Dobbs' Ferry	22	30	Alexis	34
Dobbs' Ferry	22	....	Propeller Hackensack	34
Elizabethport	14	50	Nelly White	26
Elizabethport	14	20	Chancellor	34
Elizabethport	14	25	J. S. Underhill	20
Elizabethport	14	25	Thos. E. Hulse	22
Elm Park	10	People's Ferry Co.	19
Englewood	13	20	Adelphi	34
Englewood	13	20	Alexis	34
Esopus	84	1	25 J. W. Baldwin & T. Cornell	34
Fair Haven	31	50	Sea Bird and Helen	35
Fall River	170	4	60 Providence and Bristol	28
Fall River, Mass.	170	....	Albatross and United States	12
Fishkill	60	....	Ship by H. Ramedell's Line	35
Fishing Barks	1	00	Traveler. Daily, except Sat	....
Fishing Barks	1	00	Escort. Daily, except Sat	....
Fort Lee	12	10	Pleasant Valley. Stops 23d st	43
Fort Schuyler	pass	Henry Smith	58
Germantown	111	1	00 Thomas McManus	49
Germantown	111	1	50 Andrew Harder	35
Germantown	111	1	00 New Champion	35
Governor's Island	15	Propeller Governor's Island	....
Grassy Point	41	50	Thomas P. Way	26
Grassy Point	42	50	Chrystenah	34
Greenbush	Propeller Hackensack	34
Hastings	21	30	Adelphi	34
Hastings	21	30	Alexis	34
Hastings	21	....	Propeller Hackensack	34
Haverstraw	45	Thos. P. Way	26
Haverstraw	40	45	Chrystenah and Adelphi	34
Haverstraw	40	45	Walter Brett	43
Haverstraw	40	1	00 A Steamer. Sunday only	....
Highlands, N. Y.	26	75	N. J. Southern R. R. Line	8
Highlands, N. Y.	77	1	00 D. S. Miller & J. L. Hasbrouk	35
Highlands, N. Y.	1	00 Thomas Cornell	34
Hudson	120	1	50 Daniel Drew & C. Vibbard	39
Hudson	120	1	00 New Champion	35
Hudson	120	1	50 Thos. McManus & Redfield	49
Hyde Park	81	1	25 Andrew Harder	35
Iona Island	47	....	Thomas P. Way	26
Iona Island	47	50	A Steamer. Sunday only	....
Iona Island	47	50	Never sink	....
Irvin ton	25	30	Chrystenah and Alexis	34
Irvington	25	....	Propeller Tarrytown	34
Keyport	27	30	MacFarwan	26
Keyport	27	50	Nelly White	26
Keyport	27	25	Holmdel	26½
Kingston	97	1	25 Mary Powell	39
Kingston	97	1	25 J. W. Baldwin & T. Cornell	34
Lancasterville	19	20	Thomas E. Hulse	22
Locust Point	50	Sea Bird and Helen	35
Long Branch	34	1	00 N. J. Southern R. R. Line	8
Malden	105	1	00 Thomas McManus	49
Malden	105	1	50 Andrew Harder	35

<i>Landings.</i>	<i>Miles.</i>	<i>Fare.</i>	<i>Name of Steamboat.</i>	<i>Pier</i>
Malden.....	106	1 00	New Champlon.....	35
Mariner's Harbor.....	11	15	Chancellor.....	14
Mariner's Harbor.....	11	25	Thos. E. Hulse.....	22
Marlborough.....	68	75	D. S. Miller & J. L. Hasbrouck.....	35
Marlborough.....	68	75	J. W. Baldwin & T. Cornell.....	34
Matawan, N. J.....	28	50	Matteswan, Boat and Stage.....	26
Matawan, N. J.....	28	....	Freight Propeller.....	26
Milton.....	72	1 00	Mary Powell.....	39
Milton.....	72	1 00	J. W. Baldwin & T. Cornell.....	34
Newark, N. J.....	28	25	T. P. Way.....	23
Newark, N. J.....	28	25	Minnie R. Child.....	22
Newark, N. J.....	28	..	Pioneer. (Freight only).....	26
New Bedford.....	4	75	Stonington & Narragansett.....	33
New Brighton.....	..	10	People's Ferry Co.....	19
Newburg.....	60	75	Daniel Drew & C. Vibbard.....	39
Newburg.....	60	75	Mary Powell.....	39
Newburg.....	60	75	Homer Ramsdell & Co's Line.....	35
Newburg.....	60	75	J. W. Baldwin & T. Cornell.....	34
Newburg.....	60	1 00	A Steamer. Sunday only.....	..
Newburg.....	60	1 00	Never sink.....	..
Newburg.....	..	50	J. B. Schuyler.....	43
New Hamburg.....	67	1 00	Mary Powell.....	39
New Hamburg.....	67	75	D. S. Miller & J. L. Hasbrouck.....	35
New London.....	120	1 50	City of Boston & City N. Y.....	40
New London.....	120	....	Vermont C. Propeller Line.....	..
Newport, R. I.....	155	4 00	Providence and Bristol.....	28
Norwich, Conn.....	133	2 50	City of Norwich.....	49
Nyack (By Ferry).....	28	40	Daniel Drew and C. Vibbard.....	39
Nyack (By Ferry).....	28	35	Chrystenah.....	34
Nyack (By Ferry).....	28	35	Adelphi.....	34
Nyack.....	..	35	Alexis.....	34
Nyack (By Ferry).....	..	35	Thomas P. Way.....	26
Peekskill.....	..	50	Thomas P. Way.....	26
Peekskill.....	43	50	Chrystenah.....	34
Peekskill.....	43	..	Propeller Magnet. (Freight).....	35
Perth Amboy, N. J.....	..	50	Nelly White.....	28
Perth Amboy, N. J.....	..	25	Thomas E. Hulse.....	22
Pleasant Valley.....	10	15	Pleasant Valley. Stops 23d st.....	43
Port Monmouth.....	21	60	N. J. Southern R. R. line.....	8
Port Richmond.....	..	10	People's Ferry Co.....	19
Port Washington.....	26	50	Sea Bird and Helen.....	35
Poughkeepsie.....	76	1 00	Daniel Drew & C. Vibbard.....	39
Poughkeepsie.....	76	1 00	Mary Powell.....	39
Poughkeepsie.....	76	1 00	J. W. Baldwin.....	34
Poughkeepsie.....	76	1 00	D. S. Miller & J. L. Hasbrouck.....	35
Poughkeepsie.....	..	50	J. B. Schuyler.....	43
Providence, R. I.....	180	4 00	Stonington & Narragansett.....	33
Providence, R. I.....	180	3 00	Galatea and Electra.....	27
Red Bank, N. J.....	35	1 00	N. J. Southern R. R. Line.....	8
Red Bank, N. J.....	35	50	Sea Bird. According to tide.....	35
Red Bank, N. J.....	..	50	Helen. According to tide.....	35
Rhinebeck.....	90	1 25	Daniel Drew & C. Vibbard.....	39
Rhinebeck.....	90	50	New Champlon.....	35
Rhinebeck.....	90	1 00	J. B. Schuyler.....	43
Rockaway Beach.....	..	35	{Americus. Every Day.....	..
			{Excursion Tickets 50c.....	..

Landings.	Miles.	Fare.	Name of Steamboat	Pier
Rockaway Beach.....	..	35	{ Twilight, Every Day..... Excursion Tickets 50c.....	
Rockland Lake.....	35	40	Chrystenah.....	34
Rondout.....	97	1 25	J. W. Baldwin and T. Cornell.....	34
Rossville.....	21	25	Thomas E. Hulse.....	32
Rosville.....	21	50	Nelly White.....	25
Sailors S. Harbor.....	8	10	People's Ferry Co.....	19
Sandy Hook, N. J.....	20	50	N. J. Southern R. R. Line.....	8
Saugerties.....	101	1 00	Ansonia.....	35
Shady Side.....	7	15	Pleasant Valley, stops 23d st.....	42
Shrewsbury, N. J.....	17	1 00	N. J. Southern R. R. Line.....	8
Sing Sing.....	35	35	Thomas P. Way.....	26
Sing Sing.....	35	35	Adelphi.....	34
Sing Sing.....	35	35	Leader. (Freight only).....	34
Smith's Dock.....	109	1 50	New Champton.....	35
Smith's Dock.....	1 9	1 25	Andrew Harder.....	35
South Amboy.....	27	50	Richard Stockton.....	39
South Amboy.....	27	..	John Stephens (Freight).....	1
Star Landing.....	21	25	Thomas E. Hulse.....	22
Stonington, Conn.....	120	2 50	Stonington & Narragansett.....	53
Stuyvesant.....	130	1 50	Andrew Harder.....	35
Tarrytown.....	28	35	Thomas P. Way.....	26
Tarrytown.....	28	40	Daniel Drew & C. Vibbard.....	39
Tarrytown.....	28	35	Chrystenah, By Ferry.....	34
Tarrytown.....	28	35	Adelphi, By Ferry.....	34
Tarrytown.....	28	35	Alexis.....	34
Tarrytown.....	28	..	Propeller Tarrytown.....	34
Tivoli.....	100	1 00	Ansonia.....	35
Tivoli.....	100	1 00	New Champton.....	35
Tompkins' Cove.....	44	50	Chrystenah.....	34
Tottenville.....	28	25	Thomas E. Hulse.....	22
Troy, Stops 23d st.....	151	2 00	Daniel Drew & C. Vibbard.....	39
Troy.....	151	1 50	Sunny Side & T. Powell.....	49
Troy.....	151	1 00	J. B. Schuyler, Stops 23d st.....	42
Union Landing.....	20	25	Thomas E. Hulse.....	22
Union Landing.....	20	50	Nelly White.....	25
Verplanck's.....	42	50	Thomas P. Way.....	26
Verplanck's Pt.....	42	..	Propeller Magnet. (Freight).....	35
West Branch oil.....	9	10	People's Ferry Co.....	19
West Park.....	82	1 25	J. W. Baldwin.....	34
West Point.....	53	75	Daniel Drew & C. Vibbard.....	39
West Point.....	53	75	Mary Powell.....	39
West Point.....	53	1 00	A Steamer. Sunday only.....	
West Point.....	53	1 00	Never-ink.....	
Wileys Point.....	..	pass	Henry Smith.....	58
Woodbridge.....	25	25	Thomas E. Hulse.....	22
Yonkers.....	17	20	Thomas P. Way.....	26
Yonkers.....	17	25	Daniel Drew & C. Vibbard.....	39
Yonkers.....	17	20	Chrystenah.....	34
Yonkers.....	17	20	Adelphi.....	34
Yonkers.....	17	20	Alexis.....	34
Yonkers.....	17	..	Benj. Franklin. (Freight).....	
Yonkers.....	17	1 00	A Steamer. Sunday only.....	
Yonkers.....	17	50	Neversink.....	

STEAMBOATS FROM EAST RIVER PIERS.

For Location of Piers, see page 20.

<i>Landings.</i>	<i>Miles.</i>	<i>Fare.</i>	<i>Name of Steamboat.</i>	<i>Pier</i>
Astoria.....	8	10	By Harlem Boats.....	24
Astoria.....	8	10	Harlem, Morrisania, Shady Side....	22
Bath, L. L.....	..	25	Thomas Kiley.....	..
Bay's Dock, N. Y.....	14	40	Seawanhaka.....	24
Bay Ridge, N. Y.....	4	15	Bay Ridge. In Wall st. Ferry.....	15
Bayville.....	45	75	D. R. Martin.....	27
Blackwell's Isld.....	..	page	Bellevue. Foot 26th st., E. R.....	..
Bridgeport, Conn.....	65	1 00	Bridgeport.....	23
City Island, L. I.....	19	40	General Sedgwick.....	27
City Island, L. I.....	19	40	Seawanhaka.....	24
Clifton, S. I.....	7	10	Staten Island R. R. Ferry.....	1
Gold Spring, L. I.....	37	90	D. R. Martin. Boat & Stage.....	27
College Point.....	13	20	Osseo withdrawn.....	..
College Point.....	12	25	Seawanhaka.....	24
Coney Island.....	..	25	Metamora. Runs Sunday.....	..
Deep River, Conn.....	104	1 75	City Hartford & State N. Y.....	24
Elm Park.....	11	10	North Shore Ferry Co.....	1
Essex, Conn.....	100	1 75	City Hartford & State N. Y.....	24
Fishing Banks.....	..	1 00	Traveler. Daily, except Sat.....	..
Flushing.....	14	20	Osseo withdrawn.....	..
Fort Hamilton.....	..	15	Thomas Kiley.....	..
Glastenbury.....	132	1 75	City Hartford & State N. Y.....	..
Glen Cove.....	23	40	General Sedgwick.....	27
Glen Cove, L. I.....	23	40	Seawanhaka. Freight, 3.45 P. M.....	24
Glen Wood.....	28	40	Seawanhaka. Freight, 3.45 P. M.....	24
Glen Wood.....	28	40	General Sedgwick.....	27
Goodspeed, Conn.....	110	1 75	City Hartford & State N. Y.....	24
Great Neck, L. I.....	16	35	Seawanhaka. Freight, 3.45 P. M.....	24
Greenport, L. I.....	125	1 50	W. W. Colt.....	16
Harlem, DIRECT.....	9	10	By Harlem boats. (Express).....	24
Harlem.....	9	10	By Harlem Boats. (Way).....	24
Harlem.....	9	10	Harlem, Morrisania, Shady Side....	22
Hartford, Conn.....	160	1 75	City Hartford & State N. Y.....	24
High Bridge.....	..	20	Harlem Boats.....	24
Huntington.....	40	1 05	D. R. Martin. Boat & Stage.....	27
Jones' Dock.....	37	75	D. R. Martin.....	27
Kings Bridge.....	..	20	Harlem Boats.....	24
Laurelton.....	35	75	D. R. Martin.....	27
Lloyd's Dock.....	35	75	D. R. Martin.....	27
Lyme, Conn.....	48	1 75	City Hartford & State N. Y.....	24
Martha's Vineyard.....	180	5 00	Franconia and Eleanora.....	38
Middle Haodan.....	125	1 75	City Hartford & State N. Y.....	24
Midcton, Conn.....	131	1 75	City Hartford & State N. Y.....	24
Morrisania, N. Y.....	9	10	Harlem, Morrisania, Shady Side....	22
Mott's Dock.....	28	40	General Sedgwick.....	27
New Bedford.....	185	3 00	C. Fitchb'rg & C. N. Bedford.....	39
New Brighton, N. S.....	7	10	North Shore Ferry Co.....	1
New Haven, Conn.....	76	1 25	C. H. Northam & Elm City.....	25
New Haven, Conn.....	76	1 25	Continental & New Haven.....	25
New London.....	120	..	Vermont C. Propeller Line.....	38
New London.....	120	..	Delaware.....	39

<i>Landings.</i>	<i>Miles.</i>	<i>Fare.</i>	<i>Name of Steamboat.</i>	<i>Pier</i>
New Suffolk.....	1	50	W. W. Colt.....	16
Norwalk, Conn.....			.. (See South Norwalk).....	
Norwalk, Conn.....	49		.. City of Norwalk. (Freight).....	37
Norwich, Conn.....	133		.. Delaware.....	39
Orient, L. I.....	120	1	50 W. W. Colt.....	16
Oyster Bay.....	40		75 D. R. Martin. (Boat & Stage).....	27
Portland, Conn.....		1	75 City Hartford & State N. Y.....	24
Portland, Me.....		5	00 Franconia & Eleonora.....	38
Port Richmond, S. I... 10		10	North Shore Ferry Co.....	1
Port Washington.....			.. Seawanhaka and Stage.....	24
Providence.....	180		.. Amos C. Barstow.....	16
Randall's Island.....			.. By Morrisania Boat.....	22
Rockaway.....			25 See Steamboats from North.....	
Roslyn.....	30		40 Seawanhaka. Freight, 3.45 P. M... 24	
Sag Harbor, L. I.....	140	1	50 W. W. Colt.....	16
Sailors' S. Harbor.....	8		10 North Shore Ferry Co.....	1
Sands' Point.....	20		40 Seawanhaka. Freight, 3.45 P. M... 24	
Saugerties.....			.. Propeller Eagle. Irregular.....	27
Saybrook, Conn.....	6	1	75 City Hartford & State N. Y.....	24
Sea Cliff Grove.....	26		40 General Sedgwick.....	27
Sea Cliff Grove.....	26		40 Seawanhaka.....	24
Shelter Island.....	112	1	50 W. W. Colt.....	16
South Norwalk.....	50		75 Nelly White.....	37
Stamford, Conn.....	40		.. Propeller Alert. (Freight).....	25
Stapleton, S. I.....	6		10 Staten Island R. R. Ferry.....	1
Staten Is. N. Shore.... 7			10 North Shore Ferry Co.....	1
Staten Is. S. Shore... 6			10 Staten Island R. R. Ferry.....	1
Throgs Neck.....	13		25 Osseo withdrawn.....	
Tompkinsville.....	5		10 Staten Island R. R. Ferry.....	1
Union Port.....	20		20 Osseo withdrawn.....	
Vanderbilt's, S. I.....	7		10 Staten Island R. R. Ferry.....	
West Brighton.....	9		10 North Shore Ferry Co.....	1
Westchester.....	16		20 Osseo withdrawn.....	
Wethersfield.....	155	1	75 City Hartford & State N. Y.....	24
Whitesone, L. I.....	13		30 General Sedgwick.....	27

CHAPTER XIX.

DOMESTIC STEAMSHIP LINES.

Alexandria, Washington and Georgetown, D. C.—(Merchant's Line), J. C. Kenyon, Agent, 226 South street, every Saturday, at 4 p. m., from Pier 37, E. R. Freight from 8 a. m. to 5 p. m.

Beaufort, N. C.—(Murray, Ferris & Co.'s Line.)—From Pier 16, E. R. Murray, Ferris & Co., Agents, 62 South st. Freight received to 5 p. m.

Boston, Mass.—(Metropolitan S. S. Co.'s Outside Line.)—Tuesdays, Thursday and Saturdays, from Pier 11, N. R. Freight received from 8 a. m. till 5 p. m. R. F. Demock, Agent, 80 West st.

Charleston, S. C.—J. W. Quintard & Co., Agents, 177 West st. Steamer sails about twice or three times a week, from Pier 29, N. R., at 3 p. m. Freight received daily till 5 p. m.

California.—(Pacific Mail S. S. Co.) Steamers sail from Pier 42, N. R. H. J. Bullay, Agent, on Pier 42, N. R.

City Point.—(Old Dominion S. S. Co.) Steamers sail every Tuesday, Thursday and Saturday, at 3 p. m., from Pier 37, N. R. Freight received to 5 p. m. N. L. McCready, Agent, 197 Greenwich st.

Fall River, Mass.—(Fall River Steamboat Co.) Every Tuesday, Thursday and Saturday, from 1 to 3 p. m., from Pier 12, N. R. Freight received till 4 p. m. Agent on the Pier.

Galveston, Texas.—Every Saturday, from Pier 20, E. R. C. H. Mallory & Co., Agents, 153 Maiden Lane. Freight received daily till 5 p. m. Saturday 3 p. m.

Georgetown.—(Merchants' Line). Sails every Saturday, from Pier 37, E. R., at 4 p. m. Freight received daily, from 8 a. m. till 5 p. m.; sailing day till 3.30 p. m. J. C. Kenyon, Agent, 226 South st.

Key West.—Every Saturday, from Pier 20, E. R. C. H. Mallory & Co., Agents, 153 Maiden Lane. Freight received daily till 5 p. m., Saturday 3 p. m.

Morehead City—(Murray, Ferris & Co.'s Line.) A steamer via Newbern about every ten days, from Pier 16, E. R. Murray, Ferris & Co., Agents, 62 South street. Freight received to 5 p. m.

New Bedford—Steamers daily, from Pier 39, East River, at 5 p. m. Barling & Davis, Agents, 46 South st. Freight received at all hours.

Newbern, N. C.—(Murray's Line.) A steamer about every ten days. Murray, Ferris & Co., Agents, 62 South st., at 12 m., from Pier 16, E. R. Freight received daily till 5 p. m.

New London—(Freight Line.) Every Friday, at 12 m., from Pier 39, E. R. Agent on the pier. Freight received daily, from Monday to the hour of sailing.

New London—(Freight Line.) Monday, Wednesday and Friday, from Pier 36, E. R. Freight received daily to 5 p. m.

New Orleans—(Cromwell Line.) Clark & Seaman, Agents, 86 West st. Every Saturday at 3 p. m., from Pier 9, N. R. Freight received daily till 5 p. m. Saturdays 3 p. m.

New Orleans—(Merchants' Line.) Every Saturday, 3 p. m., from Pier 36, N. R. Freight received daily till 5 p. m., Saturdays 3 p. m. Frederic Baker, Agent, on the pier.

New Orleans—(Mallory's Line.) About every Wednesday, from Pier 20, E. R. C. H. Mallory & Co., 153 Maiden Lane. Freight received daily till 5 p. m.; sailing days 3 p. m.

Norfolk, Va.—(Old Dominion S. S. Co.) N. L. McCreedy, Agent, 197 Greenwich st. Steamers every Tuesday, Thursday and Saturday, 3 p. m., from Pier 37, N. R. Freight received daily to 6 p. m.

Norwich—(Freight Line.) Steamer every Friday, from Pier 39, E. R., at 12 m. Freight received daily, from Monday to the hour of sailing. Agent on pier.

Philadelphia—(Lorillard's Line.) Every Tuesday, Thursday and Saturday, at 3 p. m., from Pier 33, E. R. H. S. Ohl, Agent, on bulkhead. Freight received daily to 5.30 p. m.

Portland Me.—(Portland and New York Steamship Line.) Steamers sail every Monday and Thursday, at 4 p. m. (Winter time 3 p. m.), from Pier 38, E. R. Freight received daily till 6 p. m. J. F. Ames, Agent, on the pier.

Providence, R. I.—(Neptune Steamship Co.) Steamers daily from Pier 27, N. R. Isaac Odell, Agent, on the pier. Freight received daily, till 5 p. m.

Portsmouth, Va.—(Old Dominion Line.) Steamers sail every Tuesday, Thursday and Saturday, from Pier 37, N. R. Freight received till 5.30 p. m. N. L. McCready, 197 Greenwich st.

Richmond, Va.—(Old Dominion S. S. Co.) N. L. McCready, Agent, 197 Greenwich st. Steamers sail every Tuesday, Thursday and Saturday, at 3 p. m., from Pier 37, N. R. Freight received daily, till 5 p. m.

San Francisco.—(Pacific Mail S. S. Co.) Steamers sail from Pier 42, N. R. H. J. Bullay, Sup't, on Pier 42, N. R.

Savannah, Ga.—(Murray's Line.) Murray, Ferris & Co., Agents, 62 South st. Steamers sailing at present every other Wednesday, but generally every Tuesday, at 3 p. m., from Pier 16, E. R. Freight received to 5 p. m.

Savannah, Ga.—(Empire Line.) W. R. Garrison, Agent, 5 Bowling Green. Steamers sail on Saturday, at 3 p. m. from Pier 43, N. R. Freight received daily till 5 p. m.; Saturday 3 p. m.

Savannah, Ga.—(Black Star Line.) R. Lowden, Agent, 93 West st. Steamers sailing at present every other Wednesday, but generally every Saturday, at 3 p. m., from Pier 12, N. R. Freight received daily to 5 p. m.

Washington, N. C. via Old Dominion Steamship Co.'s Steamers on Tuesday and Thursday, connecting for that place. N. L. McCready, Agent, 197 Greenwich st. Freight received daily to 5 p. m.

Wilmington, Del.—(Electric Line.) Monday, Wednesday and Friday, from Pier 12, E. R. Freight received to 5 p. m. A. Abbott, 53 South st.

Wilmington, N. C.—(Clyde's Line.) Steamers sail about every Saturday, from Pier 34, E. R. W. P. Clyde, Agent, 6 Bowling Green. Freight received daily till 5 p. m.

Washington, D. C.—(Merchants' Line.) Steamer every Saturday, from Pier 37, E. R., at 4 p. m. Freight received daily to 5 p. m. J. C. Kenyon, Agent, office, 226 South st.

CHAPTER XX.

FOREIGN TRAVEL.

List of Foreign Consuls. Steamers to Foreign Ports; their days of sailing, &c.

PASSPORTS.

[Are issued by the Department of State free of expense, on application properly made. The applicant must, however, make his application in regular form, and it must be sworn to before a notary public. Notaries public are supplied with these forms and will fill them up and obtain passports for a fee of *two dollars*. If the applicant should not be known to the Notary, he must find some one to identify him. If he procures his own blank, and fills it properly, he can save something, but he must swear to it before a Notary, who is entitled therefor, to a fee of *twenty-five cents*.]

The traveler intending to go out of the country should provide himself with a passport from the State Department, which can be obtained without charge. Although he may never have occasion to show it, it might happen from contingencies which cannot be foreseen, to be indispensable. He should then procure from well known and responsible bankers, letters of credit on their correspondents at the principal city to which he may be going. It is convenient also to provide a small supply of pocket money in the coin of the country to which he may be going. Take as little baggage as possible; the great mistake Americans who go abroad make, is to take too much baggage.

In order to aid the traveler who is going abroad, we give a list of Foreign Consuls residing in the city, and their places of business, and a list of steamers to foreign ports; their days of sailing; the piers from which they sail; the offices for securing passage; and the rates of fare.

FOREIGN CONSULS IN NEW YORK CITY.

Argentine Republic—E. F. Davidson, C.G.; Joseph Snyder, V.C., 128 Pearl.

Austria—Theodore A. Havemeyer, C.G.; H. O. Fritsch, C., 33 Broadway.

- Belgium*—Charles Mali, 45 Worth.
- Bolivia*—J. M. Munoz, 52 Pine.
- Brazil*—Louis H. F. D'Aguiar, 150 Pearl.
- Chile*—Stephen Rogers, 249 West Forty-second.
- Columbia*—M. Salgar, C. G., 23 William.
- Costa Rica*—J. M. Munoz, 52 Pine.
- Denmark*—Henry Braem, 52 Broadway.
- Dominic*—Leonardo Delmonte, 52 Exchange Place.
- Ecuador*—N. R. Ansado, V. C., 12 Old Slip.
- France*—A. L. de la Forest, C. G. ; A. Jacquemin, Chancellor, 4 Bowling Green.
- German Empire*—H. A. Schumacher, C. G. ; A. Feigel, V. C. ; F. Hinkel, C., 2 Bowling Green.
- Great Britain*—E. M. Archibald, C. G. ; J. Pierrepont Edwards, V. C., 17 Broadway.
- Greece*—D. N. Botassi, C. G., 56 Stone.
- Guatemala*—Jacob Baiz, C. G., 32 Broadway.
- Haiti*—C. A. Vanbokkelen, 29 Front.
- Hawaiian Island*—S. U. F. Odell, C. G., 24 Beaver.
- Honduras*—Charles A. Vanbokkelen, C. G., 29 Front.
- Hungary*—H. Fritsch, 33 Broadway.
- Italy*—Ferdinando de Luca, C. G. ; A. P. Bojnotti, V. C., 7 Broadway.
- Japan*—Tetsunoske Tomita, V. C., 7 Warren.
- Mexico (Republic)*—Juan N. Navarro, C. G., 52 Exchange Pl.
- Monaco*—A. Jacquemin, 4 Bowling Green.
- Netherlands*—R. U. Burlage, C. G. ; J. R. Planten, V. C., 45 Exchange Place.
- Nicaragua*—Alexander T. Cotheal, C. G., 59 William.
- Norway*—C. Bors, 18 Exchange Place.
- Paraguay*—Rafael Ro. Barthold, C. G., 40 Stone.
- Peru*—J. C. Tracy, 39 Broadway.
- Portugal*—G. Amick, V. C., 148 Pearl.
- Russia*—Waldemar de Bodisco, C. G., 52 Exchange Place.
- Salvador*—J. Baiz, 32 Broadway.
- Santo Domingo*—D. A. de Lima, 23 William.
- Spain*—Hipolito de Uriarte, C. G. ; F. Granados, V. C., 29 Broadway.
- Sweden*—C. Bors, 18 Exchange Place.
- Switzerland*—J. Bertschmann, 60 Wall.
- Turkey*—C. O'canyan, 122 Front.
- Uruguay*—Edwin C. B. Gassis, C. G., 76 Wall.
- Venezuela*—H. R. J.uy, C.

CHAPTER XXI.

FOREIGN STEAMSHIP LINES.

Aspinwall—Pacific Mail S. S. Co. Steamers sail from Pier 42, N. R. H. J. Bullay, Supt., Pier 42, N. R. Freight received daily till 5 p. m. General office, 61 Wall st.

Antwerp—Steamer semi-monthly. Funch, Edye & Co., Agents, 27 South William st.

Antwerp—(Red Star Line.) Sailing about semi-monthly. Geo. W. Colton, Agent, 42 Broad st.

Bahia—(United States and Brazil Steamship Co.) Sailing on the 23d of each month, from Pier 43, N. R. W. R. Garrison, Agent, 5 Bowling Green.

Barbadoes—At present no steamer. Apply to E. E. Morgan's Sons, Agents, 70 South st.

Belfast—See State Line to Glasgow.

Bermuda—(American Line.) Lunt Brothers, Agents, 28 South st.

Bermuda—(Quebec and Gulf Port S. S. Line.) From Pier 13, N. R., sailing every other Tuesday. A. E. Outerbridge, Agent, No. 2 Broadway.

Bremen, via Southampton. —(North German Lloyds.) Steamers sailing every Saturday, extra steamers on Wednesdays, from foot of Third st., Hoboken. Oelrichs & Co., Agents, 2 Bowling Green.

Brazil—(United States and Brazil Steamship Co.) Sailing on the 23d of each month, from Pier 43, N. R. W. R. Garrison, Agent, 5 Bowling Green.

Bristol, England—(X Line.) Semi-monthly, from Pier 18 E. R. E. E. Morgan's Sons, 70 South st.

Brest—(General Transatlantic Mail Steamship Co.) Steamers sailing every alternate Saturday, from Pier 50, N. R. George Mackenzie, Agent, 55 Broadway.

China and Japan—(By Pacific Mail S. S. Co.) Steamers sailing from Pier 42, N. R., will connect with steamers at San Francisco, for the above ports. H. J. Bullay, Supt., Pier 42, N. R.

Cardiff—A steamer about twice a month, from Penn. R.R. Pier, Jersey city. Archibald, Baxter & Co., Agents, 17 Broadway.

Carthage—(Atlas Line.) Bi-monthly, from Pier 51, N. R. Pim, Forwood & Co., Agents, 56 Wall st.

Curacao—Steamer bi-monthly, from Pier 51, N. R. Pim, Forwood & Co., 56 Wall st.

Demerara and British Guinea—No steamer at present. Apply to E. E. Morgan's Sons, Agents, 70 South st.

Dublin—Steamer occasionally, from Pier 46, N. R. Williams & Guion, Agents, 63 Wall st.

Glasgow—(Anchor Line.) Steamers sail every Wednesday and Saturday, from Pier 20, N. R. Henderson Brothers, Agents, 7 Bowling Green.

Glasgow—(State Line.) From Pier 37 N. R. Weekly every Wednesday. Austin, Baldwin & Co., Agents, 72 B'way,

Hamburg, (via Plymouth and Cherbourg.)—Hamburg-American Packet Company steamers, sailing every Thursday, from foot of Third st., Hoboken. C. B. Richard & Boss, Gen'l Passenger Agents, 61 Broadway.

Hayti—A steamer semi-monthly, from Martin's stores, Brooklyn. New York and West Indies Steamship Co., 5 William st.

Hayti—A steamer bi-monthly, from Pier 51, N. R. Pim, Forwood & Co., Agents, 56 Wall st.

Havana—(New York and Havana Mail Line.) Steamers sailing regularly every Tuesday, from Pier 13, N. R. W. P. Clyde & Co., Agents, 6 Bowling Green.

Havana—(Mexican Steamship Co.) A steamer every Thursday, from Pier 3, N. R. F. Alexandre & Sons, Agents, 33 Broadway. Extra steamer, occasionally, on Saturdays.

Havre—(General Transatlantic Mail S. S. Co.) Between New York and Havre, calling at Brest. Steamers sail every other Saturday, from Pier 50, N. R. George Mackenzie, ag't, 55 Broadway.

Havre—(Hamburg-American Line.) Hamburg steamer sailing every Thursday, will land passengers at Havre. No freight taken for Havre. Sails from foot of 3d st., Hoboken.

Japan—(By Pacific Mail Steamship Co.) Steamers sailing from Pier 42, N. R., will connect with steamers at San Francisco for the above port. H. J. Bullay, Pier 42, N. R.

Kingston, Jamaica—A steamer sails about once or twice a month, from Pier 51, N. R. Pim, Forwood & Co., Agents, 56 Wall st.

Liverpool, via Queenstown—(National Line.) Steamers every Saturday, from Pier 44 or 47, N. R. F. W. J. Hurst, Agent, 69 Broadway.

Liverpool, via Queenstown—(Inman Line.) Steamers sail every Saturday, (extra steamers sail Thursdays,) from Pier 45 N. R. John G. Dale, Agent, 15 Broadway.

Liverpool, via Queenstown—(Liverpool and Great Western Steam Co.) Steamers every Tuesday, from Pier 46, N. R. Williams & Guion, Agents, 63 Wall st., or 29 Broadway.

Liverpool—(White Star Line.) Steamers sail every Saturday, from Pier 52, N. R. R. J. Cortis, Agent, 19 B'way.

Liverpool, via Queenstown—(The British and North American Royal Mail S. S. Co., Cunard Line.) Steamers sailing Wednesday and Saturday, from Jersey city. C. G. Francklyn, Agent, 4 Bowling Green.

London—(Norse American Steamship Co.) Steamer about every two weeks, from Brooklyn. Funch, Edye & Co., 27 South William st.

London—Semi-monthly, by steamers of the National Line, from Pier 44, N. R. F. W. J. Hurst, Agent, 69 B'way.

London—(White Star Line.) Occasionally, from Pier 52, N. R. R. J. Cortis, Agent, 19 B'way.

Londonderry—(Anchor Line.) Weekly, from Pier 20, N. R. Henderson Brothers, Agents, 7 Bowling Green.

Londonderry—(State Line.) Steamers sailing weekly from Pier 36, N. R. Austin, Baldwin & Co., Agents, 72 B'way.

Mexico—(New York and Mexican Steamship Co.) About every twenty days, from Pier 3, N. R. F. Alexandre & Sons, Agents, 33 Broadway.

Mediterranean Ports, via Liverpool—From Pier 20, N. R. Henderson Bros., Agents, 7 Bowling Green.

Nassau—Semi-monthly, by steamers of Alexander's Havana Line. F. Alexandre & Sons, Agents, 33 Broadway.

New Granada—Steamer bi-monthly, from Pier 51, N. R. Pim, Forwood & Co., Agents, 56 Wall st.

Panama—(Pacific Mail Steamship Co.) Steamers sailing from Pier 42, N. R. H. J. Bullay, Superintendent, on Pier 42, N. R.

Para—(United States and Brazil Steamship Co.) Sailing on the 23d of each month, from Pier 43, N. R. W. R. Garrison, Agent, 5 Bowling green.

Pernambuco—(United States and Brazil Steamship Co.) Sailing on the 23d of each month, from Pier 43, N. R. W. R. Garrison, Agent, 5 Bowling Green.

Port au Prince—A steamer about occasionally, from Brooklyn. New York and West Indies Steamship Co., Agents 5 William st.

Port au Prince—Steamers from Pier 51, N. R., bi-monthly. Pim, Forwood & Co., 56 Wall st.

Porto Rico—A steamer about monthly, from Pier 51, N. R. Pim, Forwood & Co., 56 Wall st.

Progresso—(New York and Mexico Steamship Co.) Every twenty days, from Pier 3, N. R. F. Alexandre & Sons, Agents, 33 Broadway.

Queenstown—All Liverpool steamers stop here. See Liverpool.

Rio Janerio—(United States and Brazil Steamship Company.) Sails about 23d of each month, from Pier 43, N. R. W. R. Garrison, Agent, 5 Bowling Green.

Rotterdam—Monthly. Funch, Edye & Co., Agents, 27 South William st., or 50 Broadway.

Santa Martha—A steamer about monthly, from Pier 51, N. R. Pim, Forwood & Co., Agents, 56 Wall st.

Savanilla—A steamer bi-monthly, from Pier 51, N. R. Pim, Forwood & Co., Agents, 56 Wall st.

Stettin, via Copenhagen.—(The Baltic Lloyd Mail Steamship Company.) Rammelsberg & Co., Agents, 40 B'way.

St. Thomas—(United States and Brazil Mail S. S. Co.) Sailing about the 23d of every month, from Pier 43, N. R. W. R. Garrison, Agent, 5 Bowling Green.

St. Domingo City—Steamer, from Pier 3, N. R. Spoford Bros. & Co., 29 Broadway.

St Domingo—L. Delmonts, Agent, 50 Exchange pl.

Turks Island—Steamer about once a month, from Pier 51, N. R. Pim, Forwood & Co., 56 Wall st.

Turks Island—Steamer occasionally. New York and W. Indies Steamship Co., Agents, 5 William st.

Venezuela—Steamer bi-monthly, from Pier 51, N. R. Pim. Forwood & Co., Agents, 56 Wall st.

Venezuela—(American Line.) Charles H. Neill & Co., No. 14 Broadway.

Vera Cruz—Steamers sailing about every twenty days from Pier 3, N. R. E. Alexandre & Sons, Agents, 33 B'way

CHAPTER XXII.
THE SUBURBS.

BROOKLYN.

Brooklyn, the city of churches, the third city in point of population, the principal suburb of New York, contains more than 500,000 inhabitants; and Brooklyn people believe, that ere many decades elapse, their city will be more populous than New York.

The following table shows its growth:

<i>Years</i>	<i>Population</i>	<i>Years.</i>	<i>Population.</i>
1802.....	86	1840.....	36,233
1814.....	3,805	1845.....	59,574
1816.....	4,492	1850.....	96,838
1820.....	7,475	1855.....	205,250
1825.....	10,795	1860.....	266,714
1830.....	15,295	1865.....	296,112
1835.....	24,310	1870.....	406,097

Brooklyn is almost wholly a city of dwelling houses, occupied by people who do business in the city of New York. It is more readily accessible to the lower portion of the city than the upper part of the Island is, and house-rent is cheaper. It counts among its attractions a large number of churches, with some very distinguished clergymen, and a large number of very sensational ones. It has a very fine opera house, several theatres and an art building, which, for architectural beauty, will compare favorably with any building in the country. Prospect Park, about two-thirds the size of Central Park, has a location which commands far more extensive and picturesque views than are to be had at the latter Park; and Washington Park, the late Fort Greene, is a beautiful little breathing place. Greenwood cemetery, elsewhere described, is one of Brooklyn's chief attractions. Its Mercantile Library, on Montagne street, and the Long Island Historical Library, corner of Court and Jerolamen streets, are thriving institutions, have a large number of members and readers, and offer all the attractions common to first-class libraries. Another of Brooklyn's attractions is

THE NAVY YARD.

This is a place of interest to many travelers, and the Brooklyn yard is one of the best appointed in the country. It is located on Wallabout bay, about a mile from Fulton ferry. Cars from this ferry pass the Yard, which is open to visitors daily, from 10 A. M. to 3.30 P. M. On Tuesdays and Fridays visitors may be admitted on board the Receiving Ship.

Brooklyn now embraces what used to be known as Williamsburg. The Brooklyn City Railroad Company operate 270 cars on their 11 routes, on 42 miles of double-track horse railroad, diverging in all directions, carrying nearly 100,000 passengers per day, 30,000,000 per annum, over 2,050 round trips per day, and several hours of the day dispatch a car every 21 seconds of time. Travelers approaching New York by any of the principal lines will find that the Baggage Expressmen will take their baggage to any part of Brooklyn, and by reference to p. 10, they will learn the rates.

Access.—Passengers arriving or departing by steamboat, will find the Belt Railroad convenient. From the Forty-second street depot, the Fourth avenue omnibus line runs to South Ferry; the Madison avenue line to Wall street ferry; the Fifth avenue line to Fulton ferry.

STATEN ISLAND

Is, at its nearest point, about five miles south of the city. It is about fifteen miles long, from two to six wide and is divided into several townships. The surface is undulating, and from some parts the views to be obtained are magnificent. There are a large number of elegant residences on the island, and several villages. Like all the suburbs of the city, the population is rapidly increasing.

Access.—By ferries. The *North Shore ferry* from Pier No. 19, N. B., goes to New Brighton, West New Brighton, Port Richmond, and Elm Park. The other ferry is from foot of Whitehall street, and goes to the East Side, to Quarantine Landing, to Stapleton, and Vanderbilt's Landing, and connects with the Staten Island railroad.

JERSEY CITY.

Jersey City is an important suburb, supplying, as it does, depot and car-house, and other railroad facilities so essential to the extensive overland traffic between New York and the South, and South-West. Jersey City has several manufacturing

interests. Here are located the celebrated "Dixon" Black Lead and Crucible Works, (said to be the most extensive in the world.) At these works it is said the ordinary lead pencil attained its first perfection. Population about 100,000, which, like that of Brooklyn, consists almost wholly of New Yorkers. Jersey City is connected with New York by a half-dozen ferries.

HOBOKEN,

Which a few years ago was merely a little hamlet, and was frequented only as a romantic place for a Sunday afternoon walk, has fallen into line with all the other suburbs of New York, and has sprung into the proportions of a city. Two important railways have their depots here, and the Hamburg and Bremen lines of steamers sail from their docks. Population in 1870, 20,297.

GOVERNOR'S ISLAND

Is a military station of some importance, and may be reached by ferry from foot of Whitehall street every hour from 8 A. M. to 6 P. M. Fare 15 cents. The last boat leaves the Island after evening parade.

CHAPTER XXIII.

DISTANCES BY WATER FROM NEW YORK

TO DIFFERENT PARTS OF THE WORLD.

<i>From New York To</i>	<i>Miles.</i>	<i>From New York To</i>	<i>Miles.</i>
Alexandria, Egypt.....	5,075	London, England.....	3,225
Archangel, Mich.....	4,320	Manila, Philippine Islands...10,750	
Aspinwall, C. A. (via Havre). 2,338		Mazatlan, Mexico.....	4,004
Amsterdam, Holland.....	3,510	Melbourne, Australia.....	11,185
Azores, Western Islands....	2,240	Molokai, Ala.....	1,780
Belfast, Ireland.....	2,825	Monrovia, Africa.....	3,850
Belize, Honduras.....	1,790	Madras, India.....	11,850
Baltimore, Md. (Ches. Bay). 490		Malta.....	4,325
Boston, Mass., (Cape Cod)... 300		Nagasaki, Japan.....	9,800
Bremen, Germany.....	3,575	New Orleans, La.....	1,785
Bordeaux, France.....	3,310	Norfolk, Va.....	300
Bristol, England.....	3,010	Naples, Italy.....	4,330
Brussels, Belgium.....	3,420	Pekin, China.....	15,325
Buenos Ayres, S. A.....	6,120	Panama, N. C. (via Isth.)....	2,377
Botany Bay, Australia.....	13,254	Paris, France.....	3,500
Batavia, Java.....	13,068	Pensacola, Fla.....	1,750
Bombay, India.....	11,574	Pernambuco, Brazil.....	4,750
Bermudas, W. I.....	600	Philadelphia, Pa.....	265
Copenhagen, Denmark.....	3,840	Quebec, Canada.....	1,400
Calcutta, India (Panama)...13,400		Rio Janeiro, Brazil.....	5,920
Callao, Peru.....	3,500	St. Peter-burg, Russia.....	4,420
Canton, China.....	10,600	Singapore, China.....	12,710
Cape of Good Hope, Africa.. 6,838		Smyrna, Turkey.....	5,000
Chagres, New Grenada.....	2,328	Stockholm, Sweden.....	4,050
Charlestown, Mass.....	638	St. John's, N. B.....	900
Cherbourg, France.....	3,125	San Blas, N. C. (via Pan.)....	3,800
Columbia River.....	15,965	San Diego, Mexico.....	4,500
Constantinople, Turkey.....	5,140	Sandwich Islands, S. I.....	7,157
Contracoctós River, Mex.,.. 2,045		San Francisco, Cal.....	5,249
Dublin, Ireland.....	3,225	San Francisco, Cal. (O. H.)..18,850	
Edinburgh, Scotland.....	3,960	San Juan, C. A.....	2,270
Galway, Ireland.....	3,000	Savannah, Ga.....	715
Gibraltar, Spain.....	3,300	Shanghai, China (Pan).....	10,400
Glasg w, Scotland.....	2,925	Shanghai, (Pacific R. co.)....	8,555
Guayaquil, Ecuador (Pan).. 2,800		Southampton, England.....	3,155
Hullax, Nova Scotia.....	555	Tahiti, S. I. (via Panama)... 7,865	
Havana, Cuba.....	1,250	Tenerife, C. I.....	2,940
Hamburg, Germany.....	3,775	Triest, Austria.....	5,120
Havre, France.....	3,145	V Iparaiso, Chili.....	4,800
Hong Kong, China.....	6,488	Vera Cruz, Mexico.....	2,200
Kingston, Jamaica.....	1,635	Victoria, Australia.....	12,825
Lima, Peru.....	11,310	Vienna, Austria.....	4,100
Lisbon, Portug l.....	3,175	Washington, D. C.....	400
Liverpool, England.....	3,028	Yokohama, Japan.....	7,920

STREET AND AVENUE DIRECTORY,

Showing the commencement, direction and termination of each Street and Avenue from the Battery to Union Square.

Above this point point all the streets are numbered thus: 14th, 15th, 16th, and so on up to Harlem River, and run from the Hudson River to the East River, dividing at Fifth Avenue into East and West, and all running at right angles with Broadway and the Avenues.

- Abington Pl., Troy, from 28 to 64
Abington sq., fm 387 Bleecker to
8th av., and fm 585 to 595 Hud-
son
Adams pl., S 5th av. bet. Prince
and Spring
Albany, fm 122 Greenwich W to
to N. R.
Albion L., fm 404 to 428 4th st.
Allen, fm 123 Division N to Hous-
ton
Amity, fm 681 Bway W to 6th av.
Amity alley, rear 216 Wooster
Amity pl., from 197 to 221 S 5th
st.
Amos, fm 181 6th av. W to N. R.
Ann, 222 Broadway, E to Gold
Ashland pl., Perry st., bet Green-
wich av., & Waverly pl.
Astor pl., fm 744 Bway E to 3d av.
Attorney, fm 260½ Division, N to
Houston
Av. A, fm 313 Houston N to E. R.
Av. B, fm 249 Houston N to E. R.
Av. C, fm 177 Houston N to E. R.
Av. D, fm 113 Houston N to 20th
Bank, fm .5 Greenwich av., W to
N. R.
Barclay, fm 227 Bway W to N. R.
Barrow, fm 4th W to N. R.
Batavia, fm 78 Roosevelt, E to
James
Battery pl., from 1 Bway W to N.
R.
Baxter, fm 160 Chatham N to
Grand
Bayard, fm 88 Division W to
Baxter
Beach, fm 154 W Bway W to N. R.
Beaver, fm 8 Bway E to Pearl
Bedford, fm 17 Hamersley N to
Christopher
Beekman, fm 84 Park Row E to
E. R.
Beekman pl., E 49th to E 57th
Benson, fm 169 Leonard N to
Franklin
Bethune, from 776 Greenwich W
to N. R.
Birmingham, fm 84 Henry S to
Madison
Bishops Lane, fm Chamber to
Warren
Bleecker, fm 218 Bowery, W & N
to 8th av.
Bloomingdal Road, continuation
of Bway N fm 42d to Harlem Rd
Bond, fm 666 Bway E to Bowery
Boulevard, fm 50th st. & 8th av.,
to 155th st. & 11th av.
Boulevard pl., 130th st., bet 5th &
6th av.
Bowery, fm 210 Chatham N to
4th av.
Bowery pl., rear of 49 Christie
Bowling Green, fm Whitehall W
to State
Brevoort pl., 10th, fm 134 to 96
Bridge, fm 15 State E to Broad
Broad, fm 21 Wall E to E. R.
Broadway, fm 1 Battery pl., N to
50th st.

- Broome, fm 14 Tompkins W. to Hudson
- Burling Slip, fm 234 Pearl E to K. R.
- Camden pl., E 71th fm 231 to 235 Canal, fm E Bway to N. R.
- Canal, fm 346 Grand N to Houston
- Carlisle, fm 113 Greenwich st. to N. R.
- Carmine, fm 1 6th av. W to Varick
- Caroline, fm 211 Duane N to Jay
- Carroll pl., Bleecker, fm 134 to 150
- Catharine, fm Chatham Sq., S to Cherry
- Catharine Lane, fm 344 Bway E to 56 Elm
- Catharine Slip, fm 115 Cherry S to E. R.
- Cedar, fm 181 Pearl W to N. R.
- Centre, from 34 Chatham N to Broome
- Centre Market pl., fm 163 Grand N to Broome
- Chambers, fm 60 Chatham W to N. R.
- Charles, fm 35 Greenwich av. W to N. R.
- Charles Al., fm 692 Washington W to West
- Chariton, fm 29 McDougal W to N. R.
- Chatham, fm 166 Nassau E to Chatham Sq.
- Chatham Sq., fm 2 Catharine to East Broadway
- Chelsea Cottages, W 24th, bet 9th & 10th avenue
- Cherry, fm 340 Pearl E to E. R.
- Chestnut, fm 6 Oak N to Madison
- Christopher, fm 3 Greenwich av. W to N. R.
- Chrystie, fm 44 Division N to Houston
- Church, fm 181 Fulton N to Canal
- City Hall pl., fm 17 Chambers N E to Pearl
- City Hall Sq., E of Park
- Clarke, fm 349 Broome N to Spring
- Clarkson, fm 225 Varick W to N. R.
- Cliff, fm 101 John N E to Hague
- Clinton, fm 244 Houston S to E. R.
- Clinton Al., fm 97 Clinton to Suffolk
- Clinton Pl., 8th, fm Bway to 6th av
- Coenties Slip, fm 66 Pearl S to E. R.
- College pl., fm 63 Barclay N to Chambers
- Colister, fm 51 Beach N to Laight
- Columbia, fm 320 Grand N to Houston
- Columbia pl., 8th, fm 368 to 386
- Commerce, fm 272½ Bleecker W to Barrow
- Congress, fm 14 Hamersley to King
- Congress pl., rear of 4 Congress
- Corlears, fm 387 Grand S to E. R.
- Cornelia, fm 179 4th W to Bleecker
- Cortlandt, fm 171 Bway to N. R.
- Cortlandt Al., fm 39 Canal S to Franklin
- Cottage Pl., Hancock N to Houston
- Cottage Pl., 188 to 218 3d
- Crosby, fm 28 Howard N to Bleecker
- Cuyler's Al., fm 28 South W to Water
- Decatur pl., 7th, fm 78 to 96
- Delancy, fm 181 Bowery E to E. R.
- Depan Row, fm 156 Bleecker to 168
- Depeyster, fm 139 Water S to E. R.
- Destrosses, fm 198 Hudson W to N. R.
- Dey, fm 191 Bway W to N. R.
- Division, fm 216 Chatham E to Grand
- Dominick, fm 19 Clark W to Hudson
- Donovan Lane, 474 Pearl
- Dover, fm 340 Pearl S to E. R.
- Downing, fm 216 Bleecker W to Varick
- Doyer, fm 2 Bowery N to Pell
- Dry Dock, fm 423 10th N to 12th Duane, fm 46 Rose W to N. R.
- Dutch, fm 49 John N to Fulton
- East, fm 750 Water E to Rivington
- East Broadway, fm 199 Chatham E to Grand
- East Clinton pl., rear 50 Clinton
- East Houston, fm 608 Bway E to E. R.

- East Fourth, fm 694 Bway E to E. R.
 East Ninth, fm 21 5th av E to E. R.
 East Tenth, fm 33 5th av E to E. R.
 East Eleventh, 91 4th av E to E. R.
 East Twelfth, fm 51 5th av E to E. R.
 East Thirteenth, fm 61 5th av E to E. R.
 Edgar, fm 59 Greenwich E to New Church
 Eighth, fm 94 6th av. to E. R.
 Eighth av., fm 5 Abingdon Sq. N to Harlem River
 Eleventh av., fm W 14th N to W 59th
 Eldridge, fm 100 Division N to Houston
 Elizabeth, fm 58 Bayard N to Bleeker
 Elm, fm 16 Reade N to Spring
 Essex, fm 184 Division N to Houston
 Essex Market pl., fm 721 Ludlow to Essex
 Exchange pl., fm Hanover W to Broadway
 Exchange al., fm 65 Bway W to Trinity pl.
 Extra, rear of 10 1st street
 Factory, fm 151 Waverly pl. N to Bank
 Ferry, fm 86 Gold S E to Pearl
 Ferry pl., Jackson, fm 64 cor Water to South
 First, fm 303 Bowery E to Av. A.
 First av., continuation of Allen, & fm Houston N to Harlem River
 Fifth, fm 379 Bowery E to E. R.
 Fifth av., fm 12 Washington sq., Waverly pl., N to Harlem River
 Fletcher, fm 298 Pearl S to E R.
 Foreyth, fm 2 Division N to Houston
 Fourth, fm junction of W. 13th and Ganzevoort E to E. R.
 Fourth av., continuation of Bowery, fm 408 N to Harlem River
 Frankfurt, fm 166 Nassau E to Pearl
 Franklin sq., fm 19 Cherry to Pearl
 Franklin St., fm Baxter to N. R.
 Front, fm 49 Whitehall E to Roosevelt, and fm South, cor. Montgomery E to E. R.
 Fulton, fm 93 South W to N. R.
 Ganzevoort, fm W. 1 th W to N. R.
 Gay, fm 141 Waverly pl., N to Christopher
 Glover pl., Thompson, fm 106 to 118
 Goerick, fm 374 Grand N to E. R.
 Gold, fm 87 Maiden Lane N to Frankfurt
 Gouverneur, fm 300 Division S to Water
 Gouverneur Lane, fm 48 South to 93 Water
 Gouverneur Slip, fm 613 Water S to E. R.
 Gramercy Pl., bet. E. 20th and E. 21st and 4th av. and Irving Place
 Grand, fm 78 Varick E to E. R.
 Great Jones, fm 682 Bway E to Bowery
 Greene, fm 31 Canal N to 8th
 Greenwich, fm 5 Battery Pl., N to Ganzevoort
 Greenwich av., fm 165 6th av., N to 8th avenue
 Grove, fm 488 Hudson E to Waverly Pl.
 Hague, fm 367 Pearl N to Cliff
 Hall Pl., rear of Tompkins Market fm 6th to 7th, bet. 2d and 3d avenues
 Hamersley, fm 728 Houston W to N. R.
 Hamersley Pl., Hamersley, fm 2 to 14
 Hamilton, fm 87 Catharine E to 2d St.
 Hammond, fm 77 Greenwich av. W to N. R.
 Hancock, fm 739 Houston N to Bleeker
 Hanover, fm 57 Wall S to Pearl
 Hanover Sq., on Pearl, fm 100 to Stone
 Harrison, fm 81 Hudson W to N. R.
 Henry, fm 14 Oliver E to Grand
 Hermann pl., rear of 4, 158 and 260 4th
 Hester, fm 193 Clinton W to Centre

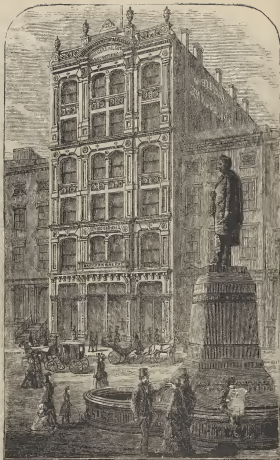
- Hoboken, fm 476 Washington W to N. R.
- Horatio, fm 137 Greenwich av. W to N. R.
- Houston, fm E. R. W to Hamersley
- Howard, fm 201 Centre W to Mercer
- Hubert, fm 149 Hudson W to N. R.
- Hudson, fm 137 Chambers N to 9th avenue
- Irving pl., fm 117 East 14th N to E. 20th
- Jackson Pl., rear of 16 Downing Jackson Sq., foot of Jackson, fm 66, cor. of Water, to E. R.
- Jackson, fm Grand S to E. R.
- Jacob, fm 19 Ferry N to Frankfort
- James, fm 167 Chatham S to James Slip
- James Slip, fm 78 Cherry S to E. R.
- Jane, fm 117 Greenwich av. W to N. R.
- Jay fm 611 Hudson W to N. R.
- Jauncy Court, 37, 39 and 41 Wall
- Jefferson, fm 217 Division S to E. R.
- Jersey, fm 139 Crosby E to Mulberry
- John, fm 186 Bway E to Pearl
- Jones, fm 202 4th W to Bleecker
- Jones Court, rear of 62 Wall
- Jones' Lane, fm 161 Front S to E. R.
- King, fm 57 McDougal W to N. R.
- Knapp's pl., rear 412 10th
- Lafayette pl., fm 8 Great Jones N to 8th
- Laight, fm 133 Canal W to N. R.
- Lamartine pl., W 29th, bet 8th & 9th avenues
- Leander pl., rear 147 5th
- Lexox pl. W 23d, fm 191 to 235
- Leonard, fm 92 Hudson E to Baxter
- Leroy fm 238 Bleecker W to N. R.
- Leroy pl., fm 88 to 104 Bleecker
- Lewis, fm 556 Grand N to 10th
- Lexington av., fm 84 East 21st N
- Little 12th, fm Ganzevoort, W to N. R.
- Liberty, fm 78 Maiden Lane W to N. R.
- Liberty pl., fm 57 Liberty N to Maiden Lane
- Liberty Court, 4 and 6 Liberty pl.,
- Lippenard, fm 151 W Bway E to Broadway
- Mission pl., fm 58 Park to Baxter
- Livingston pl., bet E 16th and E 17th, and 1st and 2d av's
- London Terrace, W 23d fm 212 to 262
- Ludlow, fm 144 Division N to Houston
- Ludlow pl., Houston fm 709 to 720
- McDougal, fm 219 Spring N to 8th
- Madison, fm 420 Pearl E to Grand
- Madison av., fm E 23d N to Harlem River
- Madison Sq., 26th street, bet. Madison & 5th av.
- Madison Court, rear of 219 Madison
- Maiden Lane, fm 173 B'way S E to E. R.
- Mangin, fm 590 Grand N to E. R.
- Manhattan, fm E Houston N to 3d
- Manhattan pl., rear 63, 65, 67, 69 and 71 Mangin
- Manhattan pl., fm 10 Elm W & S to Reade
- Marion, fm 404 Broome N
- Market, fm 83 Division S to South
- Mechanics' Al., fm 62 Monroe to Cherry
- Marketfield, fm 1 Whitehall E to Broad
- Mechanics' Fl., rear of 28 Av. A
- Mechanics' Fl., rear of 359 Rivington
- Mercer, fm 66 Canal N to 8th
- Minetta, fm 205 Bleecker N to Minetta Lane
- Minetta La e, fm 129 McDougal W to 6th avenue
- Monroe, fm 73 Catharine E to Grand
- Monroe Pl., Monroe, fm 201 to 229
- Montgomery, fm 277 Division S to E. R.
- Moore, fm 36 Pearl S to E. R.
- Morris, fm 27 Bway W to N. R.
- Morton, fm 226 Bleecker W to N. R.
- Mott, from 176 Chatham N to Bleecker

- Mulberry, from 148 Chatham N to Bleecker
 Murray, fm 247 Bway W to N. R.
 Nassau, fm 20 Wall N to Chatham
 New, fm 7 Wall S to Beaver
 New Bowery, fm 398 Pearl N to Chatham
 N. W Chamber, fm 67 Chatham E to Cherry
 New Church, fm 182 Fulton S to Morris
 Ninth, fm 112 6th av., E to E. R.
 Ninth av., fm Ganzevoort N to Harlem River
 Norfolk, fm 204 Division N to Houston
 North Moore, fm 122 West Bway W to N. R.
 North William, fm 18 Frankfort N to Chatham
 Nyack pl., rear of 31 Bethune
 Oak, fm 390 Pearl E to Catharine
 Old Slip, fm 106 Pearl S to E. R.
 Oliver, fm 187 Chatham S to E. R.
 Orchard, fm 146 Division N to Houston
 Park, fm Duane to Mott
 Park av., fm E 34th to E 42d
 Park pl., fm 237 Bway W to N. R.
 Park Row, fm 1 Ann E to Spruce
 Pearl, fm 14 State E and N to Bway
 Pearl St. Al., fm 73 Pearl N to 40 Stone
 Peck Slip, fm 312 Pearl E to South
 Pelham, fm 114 Monroe E to Cherry
 Pell, fm 26 Bowery W to Mott
 Perry, fm 55 Greenwich av. W to N. R.
 Pike, fm 129 Division S to E. R.
 Pine, fm 106 Bway E to E. R.
 Pitt, fm 298 Division N to Houston
 Platt, fm 221 Pearl W to William
 Prince, fm 232 Bowery W to McDougal
 Randall pl., 9th, fm 132 to 90
 Reade, fm 23 Centre W to N. R.
 Hector, fm 73 Bway W to N. R.
 Renwick, from 503 Canal N to Spring
 Rids., fm 254 Division N to Houston
 Rivington, fm 313 Bowery E to E. R.
 Rivington pl., rear of 316 Rivington
 Robinson, fm 4 College pl. W to N. R.
 Roosevelt, fm 135 Chatham S to E. R.
 Rose, fm 34 Frankfort N E to Pearl
 Rutgers, fm 191 Division S to E. R.
 Rutgers Pl., Monroe, fm Jefferson to Clinton
 Russell pl., Greenwich av., fm 27 to 55
 Rutherford Pl., bet E 16th and E 17th, and 2d and 3d av's
 Ryder's Al., fm 68 Fulton to Gold
 Scammel, fm 299 E Bway S to Water
 Scott's Al., fm 68 Franklin N to Walker
 Second, fm 328 Bowery E to Av D
 Second av., fm 118 Houston N to Harlem River
 Seventh, fm 17 4th av. E to E. R.
 Seventh av., fm 80 Greenwich av N to Harlem River
 Sheriff, fm 502 Grand N to 2d
 Sixth, fm 375 Bowery E to E. R.
 Sixth av., fm Carmine N to Harlem River
 South, fm 63 Whitehall E to E. R.
 South 5th av., fm 79 W 4th st. to canal
 South William, fm 7 William W to Broad
 Spungler pl., E 15th, bet 5th av. & Broadway
 Spring, fm 188 Bowery W to N. R.
 Spruce, from 132 Nassau S E to Gold
 St. Nicholas Av., fm 110th N to 145th & 9th Ave., thence to W 155th & Kings Bridge Road
 Stanton, fm 245 Bowery E to E. R.
 Stanton Pl., rear of 6 Stanton
 Staple, fm 169 Duane N to Harrison
 State, fm 48 Whitehall to Bway
 St. Clement's Pl., McDougal, fm 173 to 193
 St. John's Lane, fm 9 Beach N to Laight
 St. Mark's Pl., 5th, fm 17 3d av. E to Av. A.
 St. Peter's Pl., Church, fm 140 to 276

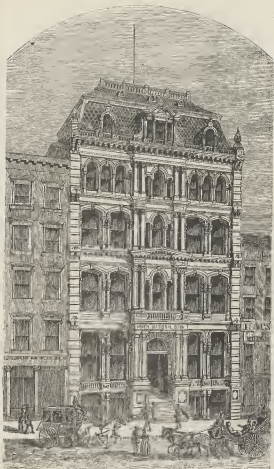
- Steyvesant, fm 25 3d av. E to 2d av.
 Suffolk, fm 228 Division N to Houston
 Stone, fm 15 Whitehall E to William
 Sullivan, fm 160 Canal N to Amity
 Temple, fm 88 Liberty S to Thames
 Tenth, fm 130 6th av. E to E. R.
 Tenth av., fm 542 West N to Harlem River
 Thames, fm 111 Broadway W to Greenwich
 Theatre al., fm 15 Ann N to Beekman
 Third, fm 345 Bowery E to E. R.
 Third av., fm 395 Bowery N to Harlem River
 13th av., fm the foot W 11th to the foot of West 25th
 Thomas, fm 126 Church W to Hudson
 Thompson, fm 396 Canal N to 4th
 Tinpot al., fm 59 Greenwich to Trinity Place
 Tompkins, fm e 6 Grand E to E. R.
 Tompkins pl., 10th, fm 248 to 291
 Trinity pl., fm 98 Liberty S to Tin-pot Alley
 Troy, fm 106 Greenwich av., W to N. R.
 Twelfth, fm Greenwich av. E to Dry Dock
 Union Court, rear of 59 University pl.
 Union pl., fm 153, 156 to 231, 233 4th av., and fm 845 to 857 Bway
 Union Sq., fm 14th to 17th, on Broadway
 University pl., fm 290 4th N to 14th
 Vanderbilt av., fm E 43d to 45th, Grand Central Depot
 Vandam, fm 13 McDougal W to Greenwich
 Vandewater, fm 54 Frankfort E to Pearl
 Varick, fm 150 Franklin N to Carmine
 Varick pl., Sullivan, fm 166 to 204
 Vesey, fm Broadway, opposite 222, W to N. R.
 Vestry, fm 428 Canal W to N. R.
 Walker, fm 135 W Bway E to Centre
 Wall, fm 86 Bway E to E. R.
 Warren, fm 260 Bway W to N. R.
 Warren pl., Charles, fm 2 to 24
 Washington, fm Battery pl., N to Garzevoort
 Washington Pl., fm 713 Bway W to Wooster
 Washington Sq., Waverly Pl., fm 45 to 99
 Water, fm 41 Whitehall E to E. R.
 Watts, fm 44 Sullivan W to N. R.
 Waverly Pl., fm 727 Bway W to Christopher
 Weehawken, fm 204 Amos S to Christopher
 Wesley Pl., Mulberry, fm 295 to 313
 West, fm Battery Pl., N to 10th av.
 West Broadway, fm 131 Chambers N to Canal
 West Broadway, Pl., S. 5th av., fm 2 to 28
 West Court, rear of 66 West 23d
 West Houston fm 609 Bway W to N. R.
 West 3d, See Amity
 West 4th, fm 697 Bway W to W 13th
 West 9th, fm 22 5th W to 6th av.
 West 10th, fm 32 5th av. W to N. R.
 West 11th, fm 861 Bway W to Greenwich av.
 West 13th, fm 5th av. W to N. R.
 West Washington Pl., Barrow, fm 1 to 61
 White, fm 117 West Broadway, E to Baxter
 Whitehall, fm 2 Bway S to E. R.
 Winthrop pl., Greene, bet. Waverly pl and Clinton pl.
 Witler, fm 483 Grand N to Houston
 Within, fm 65 Stone N E to Pearl
 Wooster, fm 256 Canal N to University pl.
 Worth, fm 72 Hudson E to Chatham
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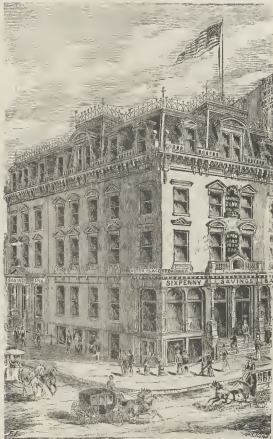
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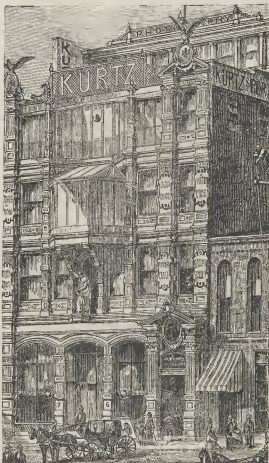
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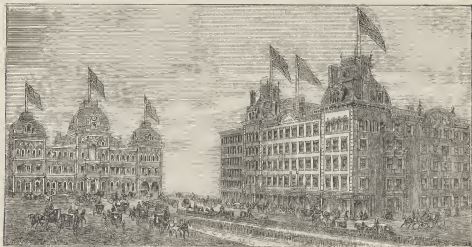
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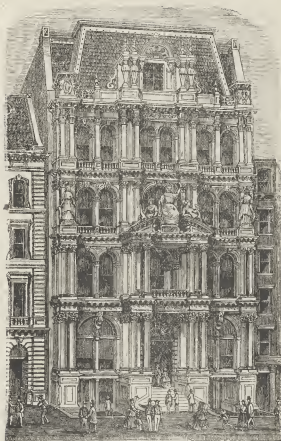
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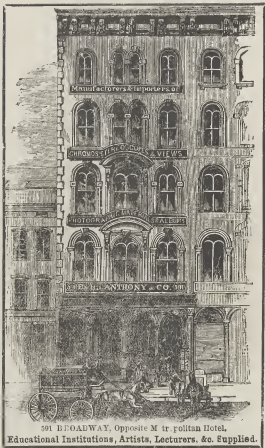
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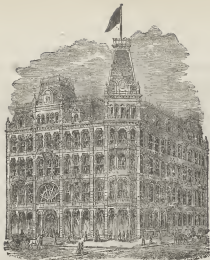
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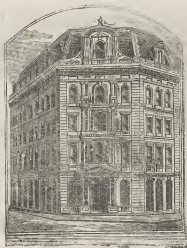
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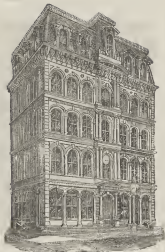
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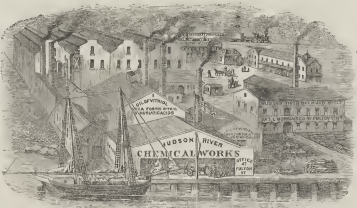


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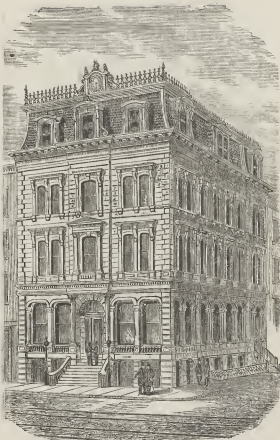
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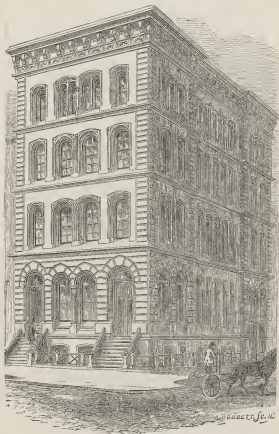
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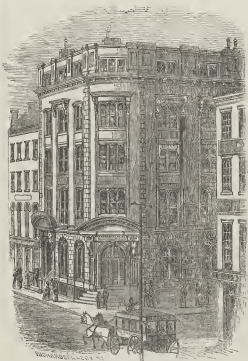
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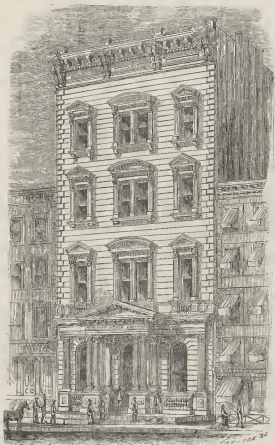
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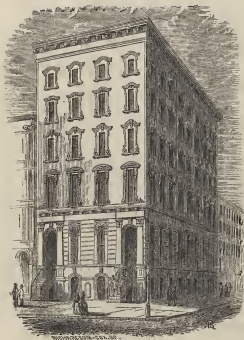
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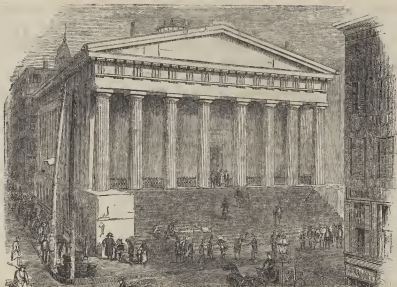
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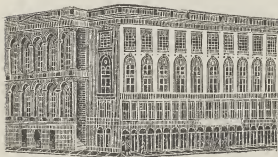
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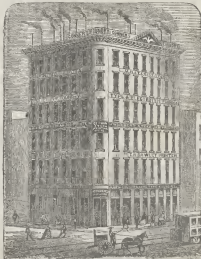
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